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HONGKONG.

ST. JOSEPH'S COLLEGE, MACAO.

FIRST ANNUAL SPORTS.

The first annual sports in connection with St. Joseph's College, Macao, under the distinguished patronage of His Excellency Henrique Correia da Silva, Governor of Macao, and the Right Rev. Father Jose da Costa Nunes, Bishop-elect of Macao, were held on Sunday afternoon at Mong-ha. The weather conditions were ideal, and there was a large gathering of spectators who manifested the keenest interest in the various events.

From every point of view the meeting was a complete success. There was great variety in the programme and all the competitions were keenly contested, the finishes being generally close and exciting.

The officials were:—President, the Right Rev. Father Nunes; Vice-President, Rev. Father J. Martins; Secretary, Mr. J. B. Hughes; Judges-at-Finish, Rev. Fathers Benjamin Pintado, Horacio Barreto, Clinaco, J. Lau and C. Delgado; Field-Judges, Rev. Father Gonsalves and Messrs. J. F. X. Gomes, Lara Reis, J. B. Hughes, J. M. Braga; Starter, Mr. A. A. de Mello; Field-Stewards, Messrs. G. Silva and A. A. de Rosa and Masters F. Gutierrez, B. d'Assumpcao, E. Tavares, J. Lopes, C. Gracinas, Felix Gutierrez, T. Beca, J. Basto and A. Oliveira.

The Secretary wishes to thank all those who contributed in any way towards the success of the sports, especially H.E. H. Correia da Silva, the management of the Fantan and the Opium Monopoly, Messrs. F. Gellion, C. Ricou, and A. A. de Mello, of Macao, and Messrs. J. A. Borges, A. J. V. Ribeiro, G. P. da Cruz, A. A. da Rosa, F. X. Remedios, S. A. Marcal, F. X. V. Ribeiro, H. Hyndman and Mrs. M. L. Noronha, of Hongkong, for their valuable prizes and contributions towards the prize fund.

The programme and winners were as follows:—

- 1.—Long Jump: 1, J. Costa; 2, F. Nogueira.
- 2.—100 yards Flat Race: 1, C. Gomes; 2, B. d'Assumpcao.
- 3.—300 yards Flat Race: 1, J. Conceicao; 2, G. Demee.
- 4.—100 yards Flat Race: 1, A. Colaco; 2, E. Assis.
- 5.—Bicycle Race (slow): 1, E. Silva; 2, Chew Put Chin.
- 6.—High Jump: 1, Tang Sia Fan; 2, G. Anderson.
- 7.—Three-legged Race: 1, B. d'Assumpcao and F. Gutierrez; 2, Tai Hin Fook and Tang Yam Pui.
- 8.—Blindfold Race: 1, M. Gutierrez; 2, J. Gutierrez.
- 9.—Sack Race: 1, B. d'Assumpcao; 2, J. Cabral.
- 10.—Shoe Race: 1, M. Gutierrez; 2, R. Lasala.
- 11.—Quarter-mile Race: 1, B. d'Assumpcao; 2, C. Gomes.
- 12.—Rolling the Cask: 1, G. Demee; 2, J. Conceicao.
- 13.—One-legged Race: 1, B. d'Assumpcao; 2, F. Gutierrez.
- 14.—Egg and Spoon Race: 1, R. Teles; 2, Ip Lan Cheng.
- 15.—100 yards Flat Race (girls): 1, L. Albuquerque; 2, L. Rodrigues; 3, A. Rodrigues.
- 16.—50 yards Flat Race (infants): All winners.
- 17.—200 yards Flat Race: 1, J. Conceicao; 2, J. Costa.
- 18.—Arithmetic Race: 1, J. Remedios; 2, J. Souza.
- 19.—Gathering Potatoes: 1, B. Assumpcao; 2, F. Gutierrez.
- 20.—Bicycle Race (fast): 1, Luis Mello; 2, Chew Put Chin.
- 21.—Relay Race (schools): 1, St. Joseph's (B. d'Assumpcao, G. Demee, J. Conceicao and J. Costa).

ST. STEPHEN'S COLLEGE.

St. Stephen's College Association held its fourth annual meeting, under the revised constitution, at the College on Saturday. About 100 were present at the Reception given by the Warden and Mrs. Hewitt.

Committees were elected including a General Committee of representatives in Great Britain, America, Peking, Shanghai, and Manila. In Canton, the members have formed a special branch, which held a successful dinner at the Asia Hotel recently, when a number of old boys holding prominent positions in Canton met to dine with Archdeacon Barnett, the founder of the College. In England Mr. S. W. Cheng is Secretary of the new branch, which meets in London. A successful smoking concert and cinema performance concluded the evening on Saturday.

MOTOR PROSECUTIONS.

DRIVER'S MISTAKE.

Before Mr. Lindsell, at the Magistracy, yesterday, Mr. C. C. Hickling was charged with having, without a permit, driven motor-cycle No. 21 along Broadway Road, the same being closed to motor traffic.

The defendant said that the whole matter was the result of an oversight on his part. Since the summons had been served on him, he had applied for and obtained a permit. The Magistrate imposed a nominal fine of \$5.

The driver of motor car No. 312, owned by the Mercury Garage, was next charged with reckless driving in Praya East.

Traffic Inspector Garrod said that about 3.45 on the afternoon of March 7th, the defendant was driving the car along the Praya where he attempted to pass on the left of a tram car through a narrow space between the car and a truck going in the same direction. In swerving to avoid the truck he collided with the tram car, causing damage to the extent of \$153, which the Tramway Co., now claimed.

The Magistrate imposed a fine of \$10 and made an order for the Tramway Co. to collect the amount of damages claimed from the Mercury Garage.

S P O R T.

LAWN TENNIS.

YESTERDAY'S TOURNAMENT PLAY.

Open Championship Singles.—D. J. Valentine beat H. W. Sassoon, 6-2, 6-4, 6-4. V. Yanovich beat O. Rumjahn, 6-3, 4-6, 6-3, 8-6.

Open Championship Doubles.—J. B. Penman and A. D. Humphreys beat Capt. C. S. Fisher and Lieut. A. S. Lindsell, 7-5, 6-2, 6-1. Lieut.-Col. F. J. Bowen and Col. L. Humphrey beat B. W. Bradbury and C. Fincher, 6-4, 7-5, 6-1.

Club Championship.—Capt. P. H. Davies beat J. Rodger, Jr., 6-3, 7-5, 8-6. Handicap Singles "A".—Major Willson beat N. L. Smith, 6-4, 6-1.

Handicap Singles "B".—C. Blaker beat B. Crowley, 6-4, 6-3.

Handicap Doubles.—M. M. Maas and A. B. Raworth beat H. V. Dawson and A. H. K. Cobb, 6-3, 6-1.

Mixed Doubles Handicap.—G. R. Sayer and Mrs. Sayer beat F. A. Dinsdale and Miss D. Taylor, 8-6, 7-5. Major H. G. Bagnall and Mrs. Bagnall beat L. Forster and Dr. Gladys Turner, 6-4, 6-4.

By an inadvertence, in yesterday's lawn tennis results, a score by Mr. Lo in another match to the one played that day was given. The result should have shown a win by Mr. Lo's opponent, Mr. Ng Sze-kwong, 6-4, 6-2, 6-3.

TO-DAY'S CONTESTS.

Open Championship Singles.—M. K. Lo v. A. B. Raworth; J. B. Penman v. Com. G. H. Brady.

Open Championship Doubles.—R. Hancock and H. Hancock v. Ng Sze-kwong and Chao Man-ping; R. M. Henderson and R. C. Crowie v. F. A. Dinsdale and C. C. Stark.

Singles Handicap "B".—R. Pestonji v. F. P. Caville.

Mixed Handicap Doubles.—E. Abraham and J. Stark v. Capt. H. A. M. Tomory and Capt. T. C. Archer.

Mixed Doubles Handicap.—Lieut.-Col. Bowen and Miss V. Bowen v. Capt. C. D. Oliver and Miss M. Kirkpatrick.

RIFLE SHOOTING.

H.M.S. "TAMAR" v. H.M.S. "CURLEW".

The following are the scores in a match shot off between H. M. S. *Titanis* and H. M. S. *Curlew* at Stonecutters Range on the 13th inst., resulting in a win for H. M. S. *Titanis*:

H.M.S. "TITANIA."				
	200	500	600	Total.
	yds.	yds.	yds.	
Mr. Jackson	40	42	44	126
" Tapley	41	44	39	124
" Barker	38	38	32	108
" Seutt	38	31	36	105
" Douglas	34	33	35	102
" Taylor	38	38	25	101
" Blackford	29	33	29	91
" Sigsworth	25	27	22	74
Total				857

H.M.S. "CURLEW."

	200 yds.	500 yds.	600 yds.	Total.
Mr. Morgan	38	38	45	121
Spencer	39	44	34	117
Carpenter	36	34	40	110
P.O. Morgan	37	37	36	109
Standford	36	33	36	105
Dew	40	35	24	99
Finmore	36	34	25	95
Platt	32	31	28	91
Total				848

HONGKONG RIFLE LEAGUE TABLE.

	Fired.	Won.	Lost.	Pts.	Fires.
H.K.V.C.	12	12	0	24	0
Tamar	12	6	2	20	0
Hawking	12	6	4	16	0
Police	10	6	2	16	2
Dockyard	12	7	5	14	0
Curlew	11	7	4	14	1
Musketry					
Staff	11	6	5	12	1
Amherst	11	4	7	8	1
Artery	11	2	9	4	1
Wilts "B," "C," and "D" Cos.					
retired from League on March 14th, 1921.					
Winners of shield: Hongkong Volunteer Defence Corps.					

FOOTBALL.

LEAGUE TABLE.

(2nd Division.)

The following is the table of the 2nd division of the League up to and including March 12th:

Club.	P.	W.	D.	L.	F.	A.	P.
R.O.A. Res.	10	10	2	1	71	15	34
St. Joseph's	12	10	1	1	38	8	21
United	10	9	2	5	30	29	20
Oilers	10	7	3	6	29	20	47
Kowloon	17	6	5	6	27	30	17
South China	10	8	1	7	30	24	17
Carlisle	12	6	1	5	20	12	43
Indians	17	6	0	11	23	37	12
Staff & Depts.	14	3	2	9	20	31	8
Punjabis	17	3	1	13	14	78	7
H.K. Club	15	2	0	12	16	25	8

BILLIARDS.

GARRISON SERGEANTS' MESS TOURNAMENT.

In the final of the Garrison Sergeants' Mess Billiards handicap tournament, on Monday, St. Sergt. Marsh, T. A. S. C. (-500) beat Q.M.S. Stanley, R.A.F.C. (-250), by 500 to 445.

HO KONG TONG TOURNAMENT.

In the Ho Kong Tong handicap tournament, at the Palace Hotel, yesterday, E. Guimaraes (-200) beat J. E. Wilson (-200). Score: 250-149.

To-day's match:—A. J. Osmund v. Ho Shai Cheong.

THE "HONG MOH" DISASTER.

FURTHER STORIES OF THE WRECK.

AS SEEN FROM THE RESCUE SHIP.

From Mr. J. T. J. Layton, one of the officers of the C.N. s.s. *Nahani*, we have obtained the following story of the terrible disaster of the *Hong Moh* in the vicinity of the Laysancks last week:—

"When we got near the wrecked ship, in response to her signals of distress, we tried to launch one of our lifeboats. We got the boat into the water, but the high seas threatened to cast her upon the rocks. We threw out a line in time, and we got the boat back almost full of water and in a much battered condition. We signalled to those on board the *Hong Moh* that we would have to wait until the weather moderated. We learnt by signalling that there were eight British officers on board—the Captain, doctor, two deck officers and four engineers—and when asked by signal if they could suggest a means of saving themselves, they replied that they would throw a raft overboard, and then jump for it and drift down towards us in the hope that we might be able to pick them up.

AN UNSUCCESSFUL LEAP FOR LIFE.

"We saw them throw the raft, but to our horror we saw it drawn in between the two halves of the broken ship. Then we saw several people jumping into the sea to try to reach the raft. We had lines and life-buoys over the side, but the water was so perilously cold that the poor chaps were too numb to catch hold of the lines, so they drifted on, head down, under water.

THE FIRST RESCUE.

"We sighted one Britisher floating down towards us, and we got the ship as near as we dared. We were scarcely less than 25 yards from the horrible-looking wreck, one false move and we would have been in the same predicament as the other vessel. We managed to grab the white man and also a Chinese who was floating near him. The white man was a poor old chap about fifty years of age. All he could say when we got him on to the deck was 'Boys, I'm done'; but we stripped off his clothing and got means of artificial respiration under way, and after about an hour's hard work on him he showed signs of life. Then we doctored him, and put him in bed, and he was soon able to talk. We asked him how many Britishers jumped with him and were much relieved to learn that he was the only one, the rest being dead still on board the wreck. So we signalled them not to make any more attempts, as it was becoming dark and the weather was getting worse every moment. We then stannied away from the rocks and anchored about seven cables from the wreck and 500 yards from the rocks.

BATTLE, MURDER AND SUDDEN DEATH.

From the bridge we watched the wreck through the telescope. What an awful spectacle! We saw hundreds of Chinese—men and women—fighting with knives and axes, murdering one another, for the majority of three life-boats which were still left on the wreck. We saw them cut the boats adrift and push them overboard. Two of the boats fell right way up, the other bottom up. Then about two hundred of the people on the wreck drifted in after these three little boats which were capable of containing not more than sixty people altogether. Some managed to scramble into the boats that had come down all right, and some collected on the overturned keel of the other boat. Then there was another scene of murder and carnage. Those who had scrambled into the boats were preventing others from getting in, evidently fearing that they would swamp the boats. When the poor creatures swam to the gunwale and attempted to get in they were immediately 'brained' by the people in the boats who were armed with axes; they were hacking away right and left. Scores of bodies drifted down by the side of our ship, with hands and arms chopped off, or heads clean split. Scores of others, who had jumped into the water, seeing that there was no chance of getting into the boats, attempted to swim to us, but were too weak to do so; they were caught by the strong currents and carried on to the rocks where they were mercilessly dashed to death by the terrific seas. Others were drawn into whirlpools and sucked down. What an awful sight it was to see the poor creatures caught in the whirlpools, twirled round and round, and then up would go their hands and they would disappear!

All the time the two boat-loads of murderers were drifting towards us. One managed to get very near, and we were able to throw a line, by which means the boat was brought alongside the ship, and we lowered a ladder. And then—well, they all made a rush to the forepart of the life-boat to get up the ladder. A huge wave swamped the boat, washed most of the occupants out of it and carried them out to sea; others—about twenty—were clinging for dear life to the ladder. We were helping them up with lines and hooks when the ladder carried away, falling on top of them, and away they drifted as corpses. Of the whole boat-load we managed to save only two.

In the meantime the other boat had drifted up between us and the rocks, far past our aid. Then came the upturned boat, but she was too near the rocks; we could not get near her. What a pathetic sight it was! There were thirteen poor souls clinging to the upturned keel as she passed. They were yelling for help, and the seas were sweeping them off one or two at a time. Others fell off, being numbed by the intense cold, and presently there was not one left on the boat, which drifted away to sea.

AN ANXIOUS NIGHT.

Then darkness set in and shut those awful scenes from our eyes. But what a terrible night of anxiety we spent on the bridge—seas breaking over us the whole time we were at anchor. The night was pitch black; there was no moon, and we could not see a hand in front of us; so we just hung on there throughout the night trusting to Providence to keep us off the rocks. We had to stay in case the wreck broke up, so that we might be in a position to pick up any of the poor chaps. How glad we were when daylight came, and we saw that the wreck was still holding on, although she had listed much more during the night and was breaking up rapidly. Seas were breaking right over her and she presented a terrible sight. People were huddled up together on the deck, holding on to whatever they could, but the seas were getting stronger as the people were getting exhausted, and one by one they were being swept away by the seas.

Many of the people on the wreck had climbed during the night up the masts and rigging, in order to get beyond reach of the seas, and were there frozen stiff, and hung by the shrouds in their last death grip, swinging to and fro with the wind, cormorants the while hovering round.

HOW THE CAPTAIN WAS LOST AND OTHER OFFICERS SAVED.

By this time the Captain and officers on the wreck realised that they could not hold on much longer, so they signalled to us that they had decided to make a last desperate effort to save their lives by jumping into the sea, in the hope that we might be able to pick them up, as they were carried past. We signalled back: 'Do not jump until the flood tide makes, at two o'clock this afternoon; otherwise you will all drift on to the rocks.' So they asked us to give them a signal when to jump for it, and we replied that we would hoist the flag 'R' on the foremast. At 2.15 p.m. we hoisted the flag. What a pitiful sight it was to see those poor chaps making their last attempt to save their lives! They had clustered together, watching for the flag, and when it went up they ran, one at a time, across the bridge, and jumped in. They fought, like the heroes they were, against terrific seas. Very, very slowly we worked our way up to them, close to the horrible rocks, strewn with dead. We managed to pick up all the officers, excepting the Captain, and also a few of the Chinese who had jumped in at the same time. We saw the Captain struggling in the water about fifty yards ahead of us, as we were steaming towards him, but he gave in before we could reach him, and he floated by us. The ship's samphora flag was stuck in his lifebelt. His face was turned upwards to the sky and bore a peaceful expression. The waters were rushing over him; he had gone before the Great Judge to answer for the mistake which had caused so great a loss of life.

We picked up altogether 45 people, one of whom died from exhaustion directly he was got up on deck.

The third engineer and doctor were at their last gasp when we picked them up at 3 o'clock. We applied means of artificial respiration and by four o'clock they were showing signs of life.

VESSELS PASS-UNHEEDING SIGNALS.

We signalled to three vessels from 1 a.m. to 6 a.m. continuously, but they would not answer. A Japanese vessel, on March 5th, passed outside the White Rocks, steering northward. She had been in sight from 1 a.m. to 10 a.m. She slowed down to watch, but ignored the signals for help.

A RUN TO SWATOW FOR HELP.

We asked the officers of the *Hong Moh* what they considered was the best course to pursue with regard to the other people who were still on the wreck, and they advised going at full speed to Swatow to report and get the agents to send junks out to pick up the rest.

The owner's son was a passenger on board the wreck, and we had managed to save him. He agreed with the advice of the ill-fated ship's officers, and urged that no expense should be spared, saying that he would defray it, and so away we went from that awful scene of death, and reached Swatow at six o'clock at night.

THE EXILED HOHENZOLLERN.

With reference to the recently reported statement that the ex-Kaiser and ex-Crown Prince would be free to leave Holland whenever they liked, the Hague correspondent to the *Telegraph* has been informed that Government do not endorse this conception of the Hohenzollerns' position. The real opinion of Government at present on this subject has not been disclosed.

YOUR GLASSES SHOULD GIVE REST.

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All-Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All-Wrong. If your glasses are in need of changes, adjustments or repairs, send them to the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians (the originators of manufacturing Torio lenses in the Colony) located in 53, Queen's Road Central. They have the equipment to adjust your glasses to a nicety.—Advr.

THE BISHOP "AT HOME."

ORGANISATION OF THE DIOCESE OF VICTORIA.

The Bishop of Victoria (Dr. Duppuy) and the Cathedral Chaplain (the Rev. V. H. Copley Meyle) were "At Home," yesterday, to all interested in the work of the Diocese, and the invitation was accepted by a very large number—so large, in fact, that the place of meeting had to be changed from the Cathedral Hall to the City Hall, where two rooms were requisitioned. The desire to have a "house-keeping" in the new Cathedral Hall had to be sacrificed to considerations of comfort. H.E. the Governor and Lady Stubbs, Lady Kirkpatrick, His Hon. Mr. H. H. J. Gompertz, the Hon. Dr. Claud Severn and Mrs. Severn, the Hon. Mr. J. H. Kemp, K.C. and Mrs. Kemp, were amongst the guests, who included a thoroughly representative assembly of those interested in Church work in the Colony.

The visitors were received by the hosts at the head of the main staircase, tea was served, and half an hour was spent in agreeable social intercourse. The visitors then passed into the larger room for the main purpose of the gathering, which was to enlist the widest possible support for the extension and more thorough administration of the work undertaken by the Church of England in the Diocese, which, of course, is not coterminous with the Colony of Hongkong, but extends over an area of South China seven times the size of England and Wales. The Bishop sometimes speaks—

—he did on this occasion—of the "possibilities" of the diocese; a less courageous man would be inclined to harp on its "impossibilities." At any rate, the need for an adequate organisation to cope with the requirements of such a large area was thoroughly appreciated by the meeting. Papers were circulated in the hall indicating methods by which even the smallest help could be turned to account. War workers can "keep their hand in" by making bandages for hospital use; even the slight trouble of forwarding a local daily paper, it was mentioned, would be much appreciated by workers in remote places. An indication of their unheralded and heroic efforts may be gathered from one case referred to—it was published in these columns some months ago—of a nurse dealing single-handed, and without the support of a medical officer, with a fever hospital containing over 100 patients. The meeting gave hearty support to the project of an organisation to co-ordinate and direct the sympathies and interest of individuals. Before the proceedings concluded over 100 members were enrolled for the Hongkong Branch of the Victoria Diocesan Association. The body is the result of a happy thought by the Bishop before he left England for Hongkong and bids fair to be the nucleus of a movement which would be of value as between the mother country and every one of the Dominions and Colonies for linking together those at home and those overseas who have mutual interests.

In an address in which he dealt with these matters the Bishop (who was supported on the platform by his fellow-host, the Cathedral Senior Chaplain) thanked those who had helped to arrange the "At Home" and those who had attended; and said it was a great encouragement to him at the outset of his work in the diocese that so many had been able to attend. The Cathedral Chaplain would also be much encouraged; the Bishop was sure that in England when he left, in a short time, for his furlough. With regard to the work of the Diocese, the Bishop said the main problem was to secure a spirit of living fellowship and corporate enterprise. Unity was creative, and a body of people acting together would wield a force which a large number of isolated individuals could not. Any live Church must stand for the risk of movement, especially in days like these. As a means of promoting fellowship and corporate enterprise it was thought wise to start a branch in Hongkong of the Victoria Diocesan Association, formed in England. The Bishop explained that the Association was inaugurated on the day of his consecration as Bishop, with the objects of uniting all interested in the Diocese, circulating information amongst them and calling forth help for the Diocese. Already 457 members had joined, and it was hoped that the Association would be largely recruited from amongst those at home who were interested in the Colony of Hongkong. He hoped the Association would be a real link with the Colony. Already a magazine had been established in order to circulate information and arouse interest. The purpose of the Hongkong branch of the Association was to do a similar work in the Diocese itself, and to act in co-operation with friends in England. A member who returned to England to live could transfer to the home Association, and vice versa. He hoped those who had friends in England would enlist their support, and he thanked Mrs. Claud Severn, Mrs. Duff and Mrs. Wyndham for having undertaken to be hon. secretaries of the local branch, and Mrs. Macnaghten, Mrs. Dalton and Mrs. Crose for consenting to act as assistant hon. secretaries.

The Bishop then alluded to the tremendous possibilities of the Diocese, and to the need of organisation and workers, if the needs of an area six or seven times as large as England and Wales were to be anything like adequately met. No branch of the public service and no private firm would attempt to carry on with resources no greater than those at the disposal of the Church. At the conclusion of the meeting over 100 members of the local branch of the Victoria Diocesan Association were enrolled.

THE LATE MR. E. J. NORONHA

PROPOSED PORTUGUESE MEMORIAL.

Senhor Antonio C. d'Albuquerque e Castro, Consul-General for Portugal, presided at a meeting of the friends of the late Mr. E. J. Noronha and members of the Portuguese community held at the Club de Recreio, Kowloon, yesterday evening. The meeting was largely attended.

In opening the proceedings the Consul-General said, "I wish to thank you sincerely for the promptness with which you have accepted my invitation to this meeting. Before I deal with the principal subject for discussion at this meeting and the reason therefor, I ask that a resolution of condolence be passed and transmitted to the family of the distinguished member of the Portuguese community in Hongkong, Eduardo Jose de Noronha, whose death we all feel so deeply and which represents, no doubt, the loss of a valuable factor to the community of which I have the honour of being the representative. In the perfect assurance that my request will be unanimously approved I ask further all those present to stand, as a sign of approval, and remain silent for a few moments in respectful homage to the memory of him whose loss is so greatly lamented and felt by us all."

The motion was unanimously adopted. The CHAIRMAN then announced that Mrs. Noronha had received a letter from the Private Secretary of H.E. the Governor conveying expressions of condolence from Sir Reginald and Lady Stubbs. He also read a telegram of sympathy from the Governor of Macao.

The CHAIRMAN then submitted the following resolutions:—
1.—That a committee consisting of five members (selected from among those present) be forthwith elected, who will undertake to ask the family of Eduardo Jose de Noronha the necessary permission, in the name of the Portuguese community, to pay homage in one of the forms below designated to the memory of the distinguished deceased.
2.—That the said committee be empowered, in the name of the Portuguese community, to select (in agreement with the family of the deceased) one of the two following means:—
(a) The erection in the Catholic cemetery of Hongkong of a monument, in the name of the Portuguese community of Hongkong, and so inscribed on one of the sides of the said monument.
(b) The erection of a tablet in bronze or copper within the precincts of the Catholic Church in Kowloon, also in the name of the Portuguese community and so engraved thereon. Should this form of memorial be selected, the committee undertake to request the necessary permission from the ecclesiastical authorities for the erection of the tablet.
3.—For the carrying out of either (a) or (b) of Resolution 2 the committee is authorised to adopt any means which it deems expedient for the raising of the necessary funds.

Mr. C. A. R. D'ASSUMPCAO, in seconding the resolution, paid a tribute to the late Mr. E. J. Noronha, and referred in eloquent terms to the great loss which the community had suffered. He dwelt on the part played by the late Mr. Noronha in providing healthy recreation for the boys and girls of Hongkong, and in particular those of Kowloon, and on Mr. Noronha's share in the work of the Kowloon Residents' Association.

Mr. V. GONCALVES, who supported the resolution, said that associated as he was with the late President of the Club de Recreio he was in a position to know the extent to which the late Mr. Noronha devoted himself to the promotion of all that tended to the well-being of the Club and the prestige of the Portuguese community in Hongkong.

The resolutions were put to the meeting, and carried unanimously. Mr. P. V. BORRERO proposed that the following gentlemen be appointed to the committee for the erection of the proposed memorial:—
Messrs. J. P. Braga, C. A. da Rosa, J. M. V. Remedio and E. V. M. R. de Souza.

The motion, which was seconded by Mr. C. A. LOPES, was carried unanimously. The CHAIRMAN thanked those present for their attendance, and this terminated the meeting.

COMPANY REPORT.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

The report for the year ending Dec. 31st, 1920, states:—
The net earnings for the past year amount to \$132,439.99, which with \$9,852.99 brought forward from the previous year, gives the sum of \$142,292.98, which it is recommended be appropriated as follows:—
To place to reserve fund \$ 30,000.00
To pay a bonus to staff 2,266.50
To pay a dividend of 8 per cent. or 80 cents per share 100,000.00
To carry forward to the credit of next year's account 10,000.48

Consulting Committee.—Mr. G. W. Barton resigned on leaving the Colony, and Mr. H. P. White was invited to take his place on the Consulting Committee. In accordance with the Articles of Association Messrs. H. P. White, G. M. Dodwell and U. Poi On retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. F. Maitland and H. Percy Smith, who are eligible for re-appointment.

CREW'S CLAIM FOR WAGES.

AMERICAN OR LOCAL RATE OF PAY.

In the Supreme Court, before the Acting Chief Justice, (Mr. H. H. J. Gompertz), yesterday, an action was begun in which Chan Ah Fook, boatwain, and 12 other former members of the crew of the s.s. *Sequoia*, owned by the Standard Transportation Company of Hongkong, a subsidiary company of the Standard Oil Company, sued for wages, alleging a breach of contract.

Mr. C. G. Alabaster, instructed by Messrs. G. K. Hall, Britton & Co., represented the thirteen plaintiffs; the Hon. Mr. H. E. Pollock, K.C. and Mr. F. C. Jenkin, instructed by Messrs. Wilkinson and Grist, appeared for the defendants.

In opening the case, Mr. Alabaster said that the *Sequoia*, which left Hongkong in June, 1919, was in August or September, 1919, in New York, rather short of crew. This was not unusual when ships with Chinese crews, engaged in Hongkong, reached American ports. The men deserted because they could get other ships at American rates of wages. The captain of the ship, therefore, undertook to engage the plaintiffs, and others, and the terms having been agreed between the parties, a note or memorandum in writing was made of them, and signed by the captain. It took the form of a letter, written on the Standard Oil Company's paper, dated "Marine Department, 26, Broadway, New York, September 4th, 1919," and stated: "I hereby agree to engage 23 men who are now on board the British steamship *Sequoia* for a voyage from the Port of New York to the Orient, thence to and fro for a period not exceeding 18 months, at the American rates of wages as follows: (the letter then set out the rates of wages to be paid, and continued:) 'I also agree to pay the above-mentioned American rate for overtime, 80 cents an hour.' The document was signed and bore an American revenue stamp. Mr. Alabaster claimed that this was a memorandum of agreement, signed by the party to be engaged, and duly entered into with the crew.

The vessel left New York and proceeded to Colombo, Calcutta, Rangoon, and Hongkong, and then, it being possible to get people at lower rates of wages, the defendants tried to pay off the crew in Hongkong.

Mr. Pollock objected to any suggestion of *in loco parentis*. Mr. Alabaster said he did not suggest a trick. Perhaps the defendants thought they had good grounds for their action. He added that the difference to the men when they were offered payment in local currency was 22 dollars Mex., instead of 25 dollars, gold. The men objected to being paid off, and this action was brought. Dealing with correspondence between the solicitors to the parties, Mr. Alabaster said the defence appeared to be that the letter was admitted, but that the men were not engaged under the letter but under the ship's articles. He submitted that the defendants had to prove that the plaintiffs, at some subsequent date, signed articles varying the original agreement.

The Acting Chief Justice: There was a subsequent agreement, which you admit was signed by the Vice-Consul? *Prima facie*, the second agreement would abrogate the first.

Mr. Alabaster: The defence has to show that it was explained to the men. I think it is common ground that the whole of the articles was not read; the dispute is as to how much was read.

The Acting Chief Justice: It was for that purpose evidence was taken on commission in New York. Are the signatures admitted?

Mr. Alabaster replied in the affirmative.

The Acting Chief Justice: Then it is for you to prove you did not understand it.

Mr. Alabaster, explaining the position of the plaintiffs, said the latter did not understand when being engaged in New York that they were to be discharged in Hongkong on the first arrival of the boat. They understood that they were engaged on September 4th, 1919, for a period of 18 months, expiring on March 3rd, 1921. It was the clear intention of the parties that the voyage should expire in New York. Counsel submitted that the defendants deliberately changed the port of starting and reduced the time.

Mr. Pollock said that the defendants claimed that the letter of September 4th, 1919, was not binding.

Mr. Alabaster pointed out that it was a new issue. It was necessary, he said, that if the defendants rely upon the articles in the memorandum—which counsel suggested, were not read to his clients as they were not applicable to them—the defendants must make it quite clear that the plaintiffs assented to them. All agreements with seamen must be construed in the sense most beneficial to seamen. It was the plaintiffs' contention that the agreement was not explained to them.

The hearing was adjourned until to-day.

Why does Earl Beatty, the First Sea Lord, wear only three visible buttons on each side of his jacket, when the regulations prescribe four, asks a correspondent of *Truth*. The inference, of course, is that the great sailor does not care a button for dress regulations, though the Admiralty hesitate to endorse this view. "It is possible," said a high official to *Press* representative, "that the fourth buttons are concealed beneath the First Sea Lord's lapels. One must make allowance for idiosyncrasies in high places. A parallel can be found in the practice of Earl Haig, who issued a stringent order that the cross belt should be worn by officers, but frequently discarded it himself."

CHARGE OF FORGERY AND FALSE PRETENCES

AGAINST THE MANAGER OF THE KOWLOON STORES.

The case in which Sham Lai Sang, an ex-ship's comrade, and latterly managing partner of the Kowloon Stores, Nathan Road, Kowloon, is charged with forgery and false pretences, was opened at the Magistracy yesterday afternoon, before Mr. R. E. Lindsell.

Mr. D. H. Blake (of Messrs. Wilkinson & Grist), appeared for the complainant (J. H. van Gennep Luhrs), and Mr. A. H. Crew (of Messrs. Hastings & Hastings) defended.

Mr. Blake said that the complainant was managing director of Holland Pacific Trading Co., Ltd., and before its conversion into a limited company in January this year he was the sole proprietor. The defendant was managing partner, with others, in a shop called the Kowloon Stores, Nathan Road, Kowloon, dealers in provisions and wines and spirits. In August, last year, the defendant, who had had business dealings with the complainant, suggested that the Kowloon Stores should sell wines and spirits on consignment for the Holland Pacific Trading Co., Ltd. An agreement was made that this should be done on a commission of 3 per cent. and \$40 a month rent allowance in respect of goods belonging to the Company kept at the Kowloon Stores. There were to be daily returns of sales and monthly settlements. To begin with, \$1,500 worth of goods were sent to the Kowloon Stores. The defendant also offered to promote business in Macao and Canton and consignments were forwarded there. In October, he said he could sell brandy, forward, but to do that he must have contract forms. He wanted to go to Macao by the two o'clock steamer and he rather hustled the complainant and obtained from him several contract forms, only partially filled up, and signed by the complainant. Soon after these dealings were inaugurated the defendant became alien in settling the accounts and had frequently to be pressed on the subject. Eventually, a writ to recover \$1,000 was issued in the Summary Court, on February 17th, whereupon the defendant paid the debt, and costs, in full. Mr. Blake said that never at any time was there any mention by the defendant of \$5,000 having been deposited by him with the complainant; but the document, which the prosecution alleged to be a forgery, purported to be a receipt by the complainant of \$5,000 from the defendant, as "deposit money for goods." Mr. Blake suggested that one of the contract forms signed by the complainant had been cut down to make a smaller sheet, thus eliminating the headings, but retaining the signature at the right hand bottom corner. In support of this theory Mr. Blake mentioned that the receipt form was not regular from top to bottom, as it would be if it was part of the office stationery. The printer would say that the paper on which the receipt for \$5,000 was made out was the same kind as that on which the contract forms were printed; also that the type of the words beneath the signature "Holland Pacific Trading Co., Ltd." was the same as on the contract forms. The method of affixing the receipt stamp was not that which the complainant habitually used. The chop was not the one used for receipts, but one of several kept in the office for chit book chops.

On February 26th, the defendant, through Messrs. Hastings & Hastings, threatened the complainant with a writ if he did not settle with the defendant, setting out an account comprising an item of \$5,000 paid by defendant as deposit, and \$40 a commission on sales, less value of goods belonging to the complainant, \$333.50. The total claim was thus \$4,666.50. The complainant denied that he had ever received a deposit from the defendant.

The Magistrate: Are these charges alternative?

Mr. Blake: No, sir. There is a forged document, and there is an attempt to obtain money by false pretences on the forged document. That is what we allege.

Jan. Hendrick van Gennep Luhrs, managing director of the Holland Pacific Trading Co., Ltd., gave evidence in support of the opening statement by his solicitor. He said he never received \$5,000 deposit from the defendant; nor was there any entry in the books of the firm to that effect. In reply to Mr. Blake, the complainant said his business position in September last was sound.

Mr. Crew (cross-examining): You had heavy overdrafts at the bank?

Witness: That did not matter. My capital was in gold and the overdrafts were against that.

You had an overdraft of \$119,000 at one bank?—May be.

As exchange has lately fallen very heavily, your position in September, as against a gold deposit, was much worse than it was in December?—It depends upon the stock of goods, because if the exchange goes down, the value of the goods will go up.

But have prices markedly risen in the local market since exchange fell?—No, not much.

In reply to further questions the complainant said that if the defendant said that a separate arrangement was made with him personally, apart from the Kowloon Stores, for sales on commission, that was not true.

As to the chop on the alleged forged receipt, Mr. Crew cross-examined regarding receipts admitted to be genuine, which bore a similar chop, although the complainant had said this chop was not used for receipts.

The witness denied that the chop was the same as on the receipt; the receipt chop, he said, was used by the boy for the chit-book.

The Magistrate (after examining the documents): The chop is certainly bigger. At this stage the hearing was adjourned until to-day.

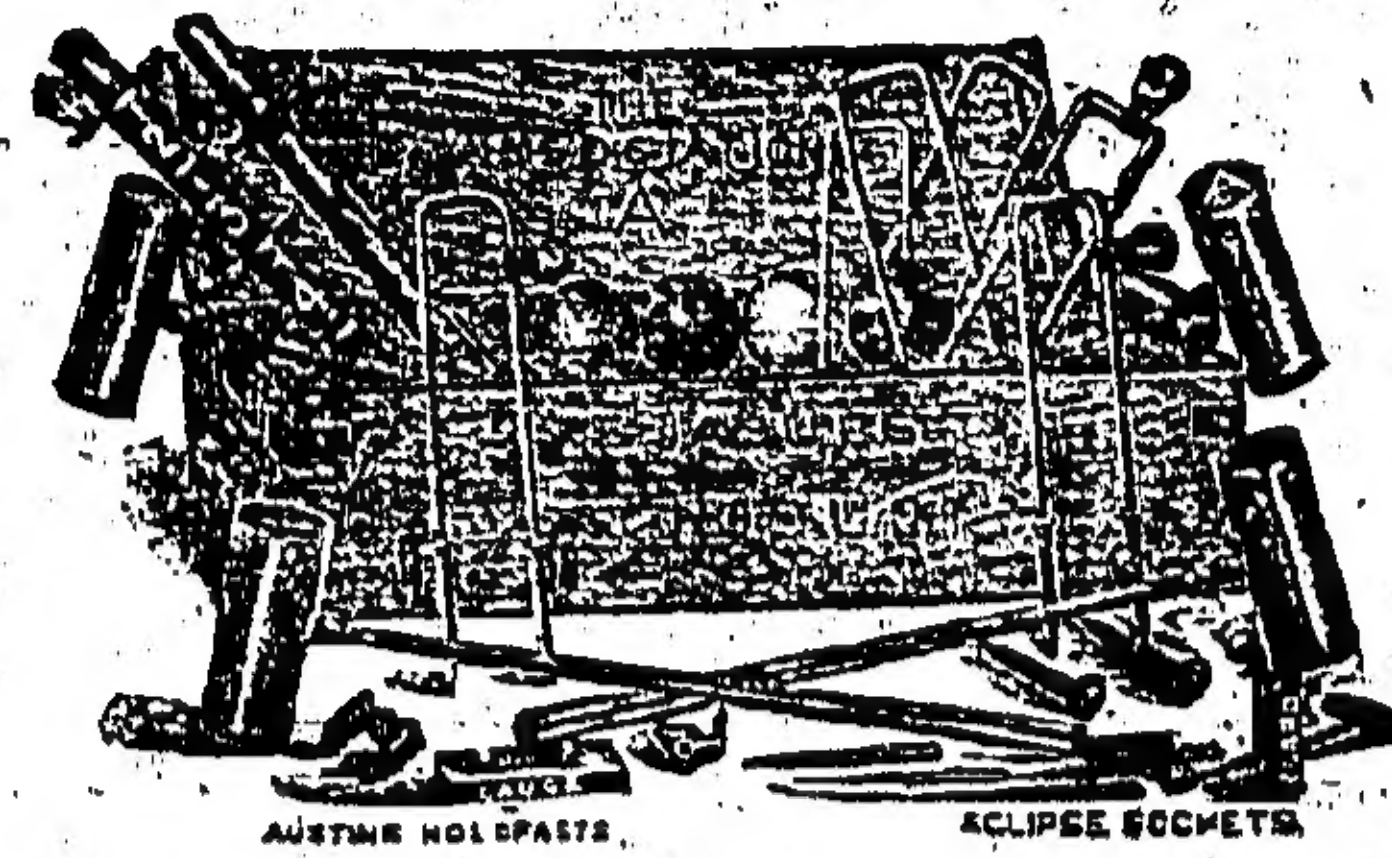
(Other Local News will be found on page 6.)

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HONGKONG.

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PIANOS

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A NEW CONSIGNMENT OF ENGLISH AND AMERICAN TRAVELLING TRUNKS.

have just arrived and are now on show at

COMPETITIVE PRICES.

WARDROBE TRUNKS, SUIT CASES AND BAGS,

HOLDALLS, SOILED LINEN BAGS,

GENTLEMEN'S HAT CASES, TRAVELLING RUGS.

SEE WINDOW

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NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that the POWER OF ATTORNEY given to Mr. ROY C. BURTON by THOMAS W. SIMMONS & COMPANY has this day been revoked. By THOMAS W. SIMMONS, President. Hongkong, March 15th, 1921. [633]

HONGKONG JOCKEY CLUB

THE FIRST GYMKHANA is fixed for SATURDAY, APRIL 2ND, 1921. Draft Programme and Entry Forms may be obtained at Race Course, Hongkong Club, and Causeway Bay Stables. Entries Close WEDNESDAY, MARCH 23RD. 684

WANTED.

LADY TEACHER—to teach Elementary English Subjects. Mornings only. Apply to—HEADMASTER, Diocesan Boys' School. [635]

TO LET.

FURNISHED for 6 months from 1st May. KELLY LODGE No. 85, The Peak; 6 Rooms, Large Tennis Court and Garden. Apply to—LIVESTAD & DAVIS, Alexandra Buildings. [636]

HONGKONG GYMKHANA CLUB.

THE following Resolution was proposed and passed unanimously at the Meeting of Members held on 2nd March.

That the HONGKONG GYMKHANA CLUB be wound up and that the HONGKONG JOCKEY CLUB take over all Assets and Liabilities of the HONGKONG GYMKHANA CLUB.

A MEETING of Members of the HONGKONG GYMKHANA CLUB will be held at the Office of the Jockey Club, in Hongkong Club Annex, at 12.30 P.M., on FRIDAY, MARCH 18TH, for the purpose of confirming the above resolution. [578]

CHINA SUGAR REFINING CO., LTD.

THE FORTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on FRIDAY, the 18TH MARCH, at 11 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th March, 1921, both days inclusive, during which period no transfer of shares can be registered. JARDINE, MATHESON & CO., LTD., General Agents. Hongkong, February 18th, 1921. [464]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hongkong, on SATURDAY, 19TH MARCH, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts, for the year ending 31st December, 1920.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 12th March, to SATURDAY, 18th March, 1921, (both days inclusive) during which period no transfer of shares can be registered. By Order of the Board of Directors, J. H. TAGGART, Manager. Hongkong, March 3rd, 1921. [552]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 2, Queen's Building, No. 6, Connaught Road, on THURSDAY, the 24th MARCH, 1921, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1920, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 17th March, 1921, until THURSDAY, the 24th March, 1921, both days inclusive. SHEWAN, TOMES & CO., General Managers. Hongkong, March 11th, 1921. [611]

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hongkong, on TUESDAY, 22nd MARCH, 1921, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 18th, to the 29th March, 1921, both days inclusive. By Order of the Board of Directors, R. M. DYER, Chief Manager. Hongkong, March 7th, 1921. 555

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-SECOND ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned at Noon on WEDNESDAY, the 30th MARCH. The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th March, both days inclusive. At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee. JARDINE, MATHESON & CO., LTD., General Managers, HONGKONG FIRE INSURANCE COMPANY, LIMITED. Hongkong, March 10th, 1921. 603

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Messrs P. Q. A. D. A. F. A. W. B. F. B. O. B. L. E. V. [633]

WANTED—Post required as NURSERY GOVERNESS, or companion with family travelling to Canada, or to England via America.—Apply Box CB, c/o Daily Press Office. [633]

TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 16 to 19, Connaught Road Central (with use of lift). "A. B." Apply to—Care of Daily Press Office. [184]

TO LET.

TWO LARGE ROOMS to let for Office 14, Des Vaux Road Central, Top Floor. ROOM No. 1. [131]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—Box No. 588, Care of Daily Press Office. [688]

FOR SALE.

62,570 SQUARE FEET OF LAND at Broadwood Road, Wang-nichung, with 7-Roomed House and Servants' Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to—GEO. K. HALL BRUTON & Co., 37, Queen's Road Central. [443]

TENDERS INVITED.

PROPOSALS FOR COAL Office Department, Quartermaster, Philippine Department, Manila, P.I. Sealed proposals will be received here until 11 A.M., MAR 17TH, 1921, and then opened for furnishing coal for Manila, P.I., Manila, Nagasaki, Milne, Japan, or other ports convenient to trade routes between Manila, P.I., Honolulu, Hawaiian Territory and San Francisco, Cal. Further information on application. [634]

NOTICE.

THE SHAMSHEN MUNICIPAL COUNCIL invites TENDERS for an Oil Driven FIRE PUMP, and/or Steam Driven Fire Pump, specifications for which can be obtained on application to THE SECRETARY, SHAMSHEN MUNICIPAL COUNCIL, Canton, March 10th, 1921. 614

NOTICE.

APPLICATIONS are invited from British Subjects for the post of SUPERINTENDENT OF POLICE on the British Concession, SHAMSHEN, the salary being HK\$400 per month, with quarters, coal, and light provided. The duties of this post would include the Superintendence of Works, such as Fire Engine, Water Plant, Roads, etc. Preference will be given to applicants who have served with His Majesty's Forces, and applications must be sent in writing accompanied by references, etc. to THE SECRETARY, SHAMSHEN MUNICIPAL COUNCIL, Canton, March 11th, 1921. 615

REPULSE BAY HOTEL.

THE approach Roads to the above HOTEL are CLOSED temporarily for the purpose of repaving. Patrons are, therefore, kindly requested to use the steps opposite the Main Entrance until completion of such work. [440]

HONGKONG BOXING ASSOCIATION.

Next Tournament.

MING YUEN GARDENS.

THURSDAY, MARCH 24TH.

MAIN EVENT:

Welterweight Championship.

"Sky" KERRISON v. Seaman CODLINGS (holder).

Booking at Moutrie's Monday, 21st, Members only (on production of current membership card).

TUESDAY to THURSDAY, 22nd to 24th, General Public.

SPECIAL TRAINS WILL BE RUN. [631]

WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at—Messrs. Lane & Crawford, Kelly & Walsh, Moutrie, Wm. Powell, Ltd., The Hongkong Club, Hongkong Cricket Club, Club Lantano, Engineers Institute, Victoria Recreation Club, Kowloon Cricket Club, Kowloon Bowling Club, Peak Club, Club de Beccaria, Oranienburger Club. M. J. BRENN, Hon. Secretary, War Memorial Committee, Hongkong, December 16th, 1920. [129]

INTIMATION

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delightful to the palate, mellow,

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The Daily Press.

HONGKONG, MARCH 16TH, 1921.

BRITAIN'S NAVAL POLICY.

We have in to-day's cables an outline of the British Naval Estimates for 1921-22 and the digest of a memorandum outlining British Naval policy. The two messages have a deep interest not only for all the component parts of the British Empire but for the entire world. It cannot be said of Great Britain that her Government has done nothing to give effect to the aspirations for a limitation of armaments. No longer is her policy based on a two-Power standard, but a one-Power standard, and the economies indicated in the cables are greater than might have been expected, having regard to the building programmes of other Powers. The personnel of the British Navy has been reduced to 121,700, which may be compared with America's 131,751. The Naval correspondent of *The Times* last month was insisting that unless Great Britain undertakes the immediate construction of big ships, the American 1916 programme will give America "incomparably the biggest navy in the world." By 1924, he said, America would have 12 post-Jutland capital ships, whilst the only comparable vessel of Great Britain's Navy would be the *Hood*. This gives point to the statement in the Memorandum that "the Admiralty, in pursuance of the duty of carrying out the Government's policy of a one-Power standard have effected drastic economies and agreed to assume risks which in ordinary circumstances they regard as difficult to reconcile with the full maintenance of the Government's declared policy."

From this paragraph we are asked to regard present circumstances not as ordinary but "extraordinary" in a sense in which that word has never been used before in connection with British Naval Estimates. The vast difference between pre-Jutland and post-Jutland ships is admitted, but the Naval Budget contains nothing more than an appropriation of 24 millions as a first instalment for the replacement of obsolescent ships, and we are told in the Memorandum that "in making a long-delayed beginning with the replacement of obsolete ships the Government neither commits itself to nor contemplates building programmes to answer those of any other Power."

The hope is expressed that it may be possible as a result of frank and friendly discussion with the principal Naval Powers to avoid anything approaching competitive building, and we infer that it is confidence in this result which leads the British Admiralty and the Government to agree that the present circumstances are not "ordinary" but "extraordinary" in a very special sense. A naval conflict between Great Britain and America is unthinkable. The great war has proved the identity of their naval aims and interests. In this connection attention might be drawn to a Memorandum on Naval policy drawn up by the British Navy League, an organisation which for twenty years before the war continually impressed upon the British public the necessity for maintaining a strong Navy, for the defence of the Empire, more especially as the German menace to civilisation became apparent. The Memorandum drawn up by the Navy League affirms that to-day civilisation is not threatened by any maritime power, and it points to British and American naval co-operation as undoubtedly one of the most significant lessons of the war. Therefore, "the Navy League holds that the time is now specially favourable for taking advantage of this lesson, and that it is for these two nations to give the lead in proposing a Conference between all those Powers whose geographical positions impose upon them the guardianship of the seas, and to decide in what way this joint guardianship may best be carried out." A study of the Memorandum on Naval Policy issued by the Government in submitting the Naval Estimates will suggest that some such policy as is outlined by the Navy League is in contemplation by the Government.

Possibly the tentative proposals which are made in the Memorandum for the development of the Dominion Navies may conjure up visions of an Imperial Navy on a much greater scale, but we are not very confident of startling developments along these lines at any early date. So long as it is recognised as the duty of maritime nations to arrange for their protection and defence, no objection can be offered to great Dominions of growing importance and influence, like Australia, New Zealand and Canada developing navies of their own. Whatever development in the direction there may be by the British Dominions overseas will doubtless lead to corresponding reduction in the Fleets and establishments which the taxpayer in the Motherland will be required to maintain. What, in the end, it will amount to will be a more equitable distribution of the cost of Admiralty within the Empire. But this is a subject which can be more profitably discussed after the Imperial Conference has considered the proposals and come to some decision with regard to them.

The German passenger on the *Gujarat*, Herr Jorgensen, who, it was alleged, threatened to assault the captain of the steamer, will be sent back to Shanghai, as difficulty has been experienced in finding accommodation for him on any of the steamers leaving Hongkong for Europe. In the meanwhile, he will be put up at a hotel at the expense of the shipping company concerned.

The Court of First Instance in Manila was "stumped" recently when it had to decide what penalty to give a murderer who had already been sentenced to life imprisonment for another offence. As the death penalty in the Philippines is limited, the court was at a loss when the prisoner, who killed a fellow convict with a pickaxe, was brought before it. Eventually the judge hit on the happy solution of giving him two life sentences. The prisoner says he will "take his chances" on the second one.

With reference to the fire which occurred at Messrs. Lane, Crawford & Co's store last Saturday night, a correspondent draws attention to "the very valuable help rendered by two British Naval Petty Officers, named H. J. C. Pollett and James Cook, of H.M.S. *Titanis*. These two men rendered very valuable services by assisting to get the fire hose from the King Edward Hotel, and by having it working within a few minutes of the outbreak." It is stated that had it not been for the promptitude of these petty officers, the fire would have assumed very dangerous proportions.

A strike on all the railways of Kwangtung is stated to be probable. The mechanics are demanding: (1) an 8-hour day; (2) no work on Sundays; (3) no work on National holidays; and (4) an increase of pay. The greatest of these demands in the estimation of the men would appear to be the last. The complaint is that, owing to the high cost of living their pay is inadequate. The *Canton Times* states that while the mechanics—the men in the shops, we suppose—have been laying their plans for a strike, railroad workers of the Canton-Hankow, Canton-Samshu and the Canton-Kowloon Railways are also planning a similar demonstration to demand higher pay and shorter hours.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

STRIKE OF PEKING UNIVERSITY STAFF.

PEKING, March 14th. The staff of Peking University struck to-day because they have received no salary for the past four months.

CHINESE GARRISON AT URGU "WIPE OUT."

PEKING, March 14th. It is understood that the entire Chinese garrison at Urgu has been wiped out (by Russians).

[BY COURTESY OF THE "CHINA MAIL."] SHANGHAI'S BIG FIRE.

SHANGHAI, March 15th. Friday's big fire is still smouldering. Salvage work is progressing. The buildings are mere skeletons. Insurance rates are expected to rise appreciably in consequence of the fire.

[THROUGH REUTER'S AGENCY.]

HUGE NAVAL BASE IN THE PACIFIC.

WASHINGTON, March 14th. Mr. Denby, interviewed by Reuter, declined to deny the reports that the Navy Administration contemplates concentration of the entire Fleet in the Pacific with a view to the creation of a huge naval base at Oahu, Hawaii. Apparently the question is still undecided. A special session of Congress is being called for April 11th.

REPORT DENIED.

WASHINGTON, March 15th. The Navy report referred to by Mr. Denby, last night, is officially denied.

CEREBRO-SPINAL FEVER.

THIRTY CASES IN HONGKONG IN A WEEK.

From the weekly return issued by the Medical Officer of Health we learn that there were 30 cases of cerebro-spinal fever in the Colony last week. All were Chinese cases, and 12 deaths are recorded. Twenty-three out of the 30 cases were in the City of Victoria.

Two further cases were notified during the 48 hours ended the 14th inst. The other cases of infectious disease notified during last week were 2 of small-pox, 1 diphtheria, 2 enteric fever and 1 paratyphoid. The small-pox cases proved fatal. There were also three deaths from influenza.

SANITARY BOARD.

CONSTITUTIONAL REFORM ASSOCIATION'S LETTER.

PROBLEM OF RUBBISH REMOVAL.

A letter from the Constitutional Reform Association regarding the removal of rubbish in the Colony was the principal matter for discussion at the fortnightly meeting of the Hongkong Sanitary Board, which was held yesterday afternoon.

Mr. G. R. Sayer, President, and there were present, the Hon. Mr. T. L. Perkins (Director of Public Works), Dr. Pearce (Medical Officer of Health), Dr. Koch, Dr. F. M. Graca Ozeiro, Mr. C. G. Alabaster, O.B.E., Mr. S. W. Tso, and Mr. Reynolds (Secretary).

The CHAIRMAN said that a letter had been received from the Constitutional Reform Association dealing with the removal of rubbish in the Colony, and suggesting that some sort of cover should be used while the rubbish was in transit. The letter had been forwarded to the Colonial Secretary, who had returned it to the Board for consideration.

Mr. ALABASTER suggested that the letter should be read to the meeting. After this had been done, Dr. Ozeiro said that sometime ago he broached the same subject, and he would like to know how the suggestions then put forward had worked.

The CHAIRMAN intimated that the suggestions had to be abandoned as impracticable.

Mr. ALABASTER suggested that the Board appoint a sub-committee to look into the matter. He admitted that dust carts had to be opened for the purpose of depositing rubbish, but he thought that, after they had been filled, in view of the long way they had to go before their contents could be disposed of, they should be covered. Of course, medical men, he said, might have their opinions on the matter, and that was why he thought a sub-committee should be formed to go thoroughly into the matter.

The CHAIRMAN said that he did not think it was necessary to appoint a sub-committee, as the Board itself could deal with the matter, and, with the meeting's permission, he would make a short statement on the matter. He said that in the removal of the Colony's refuse, it was necessary, owing to the hilly nature of Hongkong, to use dust carts to convey it to the sea. The routes covered by those carts were short, if indirect, and he did not see any real danger in exposing the rubbish. Supposing all the rubbish had to be carried through to one collecting depot—say from Praya East to Pokfulam—then there would be obvious reason for covering the carts. But, fortunately, that was not the case. They had a series of dust boats along the sea-front into which the rubbish could be deposited, and, thus, there was no unnecessary long halt in any part of the town. It was necessary to uncover the cart in order to deposit the rubbish, and it was not desirable to have to cover and uncover it as it goes from house to house. Then, having completed its rounds, it was not desirable to have to waste time to put the cover on. Another point was that covers would considerably add to the weight of the carts, which, as they were, were difficult enough to handle. Besides, the main object of covers was to prevent dust from flying about, and our refuse was not dusty, being composed mostly of wet rubbish. Assuming that the meeting was with him that permanent covers were useless because they were too heavy, tarpaulin covers were the next to be considered. These had been experimented with before, and were of little advantage as they wore out so easily. They were spread over the rubbish, and by contact soon became filthy. Besides, it was impossible to expect the men to take care of the tarpaulin issued to them; in fact, he had made enquiries with regard to the tarpaulins that had been issued, and no one seemed to know what had happened to them. In the circumstances, he did not think any suitable cover could be found for the dust carts, and he thought that the only thing to do was to leave the carts as they were.

Mr. PERKINS said he concurred with what the Chairman had said. He was of the opinion that if anything was necessary it was that nothing should be done to add to the weight of the carts, which were difficult enough to handle when going down some of the steep hills of the Colony. As for tarpaulin covers, he did not think that tarpaulin was suitable as a cover, as it would entail considerable expense to keep the carts constantly supplied.

Mr. ALABASTER said that in the circumstances he would withdraw his suggestion as to the formation of a sub-committee to go into the matter. The meeting then proceeded to deal with various other matters, all of which were of a purely formal nature.

CABLES

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PLEBISCITE IN UPPER SILESIA.

GERMAN REACTIONARIES CREATE DISORDERS.

LONDON, March 15th.

The plebiscite in Upper Silesia opens on March 20th. Apprehensions felt in Paris that German reactionaries will profit by the occasion to stir up disorders have already been justified by a telegram from Reuter's Berlin correspondent who says that, according to a message from Koenigsbush, a captain of the German plebiscite police has been shot dead while he was driving through a wood with British and French officers. There has, also, been a collision between the plebiscite police and the Poles at Michalkowitz, in which several Poles have been killed and 2 police officers have been killed and 2 wounded.

SANCTIONS AGAINST GERMANY.

EFFECT ON BRITISH TRADE WITH GERMANY.

LONDON, March 15th.

Reports from Lancashire and Yorkshire state that the mere proposal of a 50 per cent. tax on German imports has stopped business between North England and Germany.

The Manchester Guardian's Dusseldorf correspondent says that the huge volume of business transacted before the occupation has dried up owing to the uncertainty of the commercial future.

There is a conflict of opinion among the Allied authorities on the subject of the new Customs system. In the meantime, banks have raised the rate, making it impossible for business men to carry on at Dusseldorf.

Responsible British businessmen regard the Customs barrier as a futile but costly expedient, and recall the experience of the British at Cologne before the ratification of the Peace Treaty, when colossal smuggling was carried on, despite barbed wire and infantry patrols. It is pointed out that the Allies are now dealing with a population of six millions, containing some of the most unruly elements in Germany.

BILL PASSES SECOND READING.

LONDON, March 15th.

In the House of Commons, the German Reparations Recovery Bill passed its second reading.

EARLIER CABLES.

BRITISH BUSINESS MAN'S POINT OF VIEW.

LONDON, March 14th.

The British business man's point of view regarding the economic sanction against Germany is the theme of a special article in the Times, which declares that the scheme of applying a part of the purchase price of imports from Germany towards the discharge of her liabilities thrusts a stick into the complicated mechanism of commerce, and manufacturers, warehousemen, merchants, banks, accepting houses and bill-brokers are eyeing it askance. They are of the opinion that the scheme, at its worst, may result in a total cessation of German imports, and, at its best, so hamper imports that they may be appreciably reduced in volume, but at an increased price.

SANCTIONS CRITICISED IN PARLIAMENT.

LONDON, March 14th.

Criticisms passed by certain sections of the Press and in other quarters, as regards the soundness of the Allied commercial sanctions, were echoed in the House of Commons debate on the Reparations Recovery Bill. Labour and Liberal members especially condemned the measure on the ground that it will increase the cost of living in Great Britain and will injure our export trade. Moreover, the yield will not be, they said, commensurate with the dangers and difficulties entailed.

Mr. Lloyd George replied that if Germany honoured the Allied receipts, which will be given German sellers against half the purchase price of goods exported to the Allies, the Bill would work smoothly; but, in the event of her refusal, the Bill would operate as a penalty by excluding German goods from Great Britain.

GERMAN GOVERNMENT'S PROTEST.

Berlin, March 14th.

The Government has protested to the Council of the League of Nations against the sanctions.

FUTURE OF LYONS.

PROSPECT OF CHEAP ELECTRIC POWER.

PARIS, March 15th.

M. Millerand has left on a tour of inspection of the great works undertaken for harnessing the Rhone river above Lyons, whose industry, after the completion of these works, is expected to receive a tremendous impulse, owing to the cheapness of electric power. —Nava.

LATEST CABLES.

PANAMA-COSTA RICA DISPUTE.

NOTE FROM WASHINGTON.

WASHINGTON, March 15th.

Mr. Hughes, the Secretary of State, has sent a Note to Panama announcing that the old arbitration award of the Chief Justice, Mr. White, as regards the Panama and Costa Rica boundary must be put into effect in its entirety. Diplomats explain that Mr. Hughes' action is due to the fact that, under the Treaty of 1915, Panama and Costa Rica agreed to submit their disputes to American arbitration, and are of the opinion that the Note destroys the possibility of the intervention of the League of Nations.

M. C. C. TOUR.

SOUTH AUSTRALIA BEATEN BY INNINGS.

ADELAIDE, March 15th.

The Marylebone Cricket Club defeated South Australia by an innings and 63 runs.

South Australia, in their first innings, made 193 runs.

Fender took 7 wickets for 75 runs.

The M.C.C. in their first venture, registered 627, Rhodes contributing 210, Russell 201, and Douglas 106 unfinished.

South Australia, in their second innings, could collect only 369 runs (Rundell contributing 121).

DAVIS CUP.

THE LAST CHALLENGE.

NEW YORK, March 15th.

The Argentine Republic has sent a challenge for the Davis Cup. Entries close to-day. Twelve entries have been received.

KRONSTADT REVOLT.

WILL SOVIET WIN IN THE END?

LONDON, March 15th.

The Bolshevik censorship concerning the Kronstadt outbreak is most strict. It appears, however, that the rebels, while still unsubdued, are gravely short of food. Probably, the Soviet Government will be able to starve them out, if the Reds remain loyal. In the meanwhile Kronstadt continues to bombard the coast railway between Petrograd and Krasnaya Gorka.

EARLIER CABLES.

REVOLT AGAINST BOLSHEVIKS.

MOVEMENT AMONG COSSACKS.

PARIS, March 14th.

Official advices from Constantinople record that an insurrectionary movement in the Caucasus is gaining ground. The Don Cossacks have revolted en masse, and General Budennyi informed the Soviets that he is unable to lend assistance against the rebels, because the majority of his regiments are themselves composed of Cossacks.

THE CILICIA AGREEMENT.

TURKEY'S GRATITUDE TO FRANCE.

PARIS, March 15th.

Following the signature of the Franco-Turkish agreement, Bekirami Bey, the Kemalist delegate to the London Conference, in an interview with a representative of the Petit Journal, stated that Turkey will never forget that the happy results reached in London are due to a large extent to France's friendly intervention. Bekirami Bey expressed the hope that a formal alliance may soon be concluded between France and Turkey, the most humane and enlightened of Islamic nations. —Nava.

M. BRIAND'S TRIBUTE.

TO MR. LLOYD GEORGE'S PRUDENCE AND MODERATION.

PARIS, March 15th.

The French Premier arrived this evening from London. He expressed extreme satisfaction at the results of the conference, and also at the greatest cordiality of the reception he met with everywhere. Mr. Briand stated his absolute conviction that inter-Allied solidarity is more than ever necessary. To strengthen this solidarity is the keystone of his whole policy, and Great Britain, he said, appreciates the fact fully.

On leaving London, in an interview with a representative of the French Press, M. Briand laid stress on the fact that an atmosphere of mutual confidence permeated the conference, owing, he said, to Mr. Lloyd George's prudence and moderation.

M. Briand, in conclusion, said: "I know no other statesman who possesses such a keen political sense." —Nava.

LYONS FAIR.

MR. KELLAWAY'S VISIT.

PARIS, March 15th.

The Lyons Fair is proving, again, an unequalled success this year. A number of distinguished visitors have just arrived, notably Mr. Kellaway, of the British Board of Trade.

In an address, at a luncheon given in his honour by the Municipality, Mr. Kellaway stated that the maintenance of the closest union between Great Britain and France was a necessity for both, and overshadowed all other questions pertaining to world reconstruction. —Nava.

BRITISH NAVY.

CO-OPERATION WITH THE DOMINIONS.

LONDON, March 14th.

The Naval Estimates for 1921-1922 amount approximately to £91,000,000 gross and £82,500,000 net, as compared with £105,000,000 and £91,000,000 in 1920-1921.

The economies include a reduction in capital ships in full commission from 20 to 16, the placing of one Atlantic Destroyer Flotilla in reserve, the reduction of the North American and South African Squadrons by one light cruiser each, temporary withdrawal of the South American Squadron, and the reduction of the personnel to 121,700.

Eight obsolescent capital ships will be transferred to the disposal list, thus reducing the number of capital ships on the effective list to 30, including the Australian ship *Australia*, of which 14 will be in reserve. A sum of £2,500,000 is included in the Estimates as a first instalment for the replacement of capital ships.

DETAILS OF THE ESTIMATES.

A Memorandum issued with the Naval Estimates shows that non-recurrent war liabilities amount to £8,250,000, including £3,250,000 for the completion of a light cruiser, aircraft carriers, destroyers and submarines begun during the war.

The Admiralty, in pursuance of its duty in carrying out the Government's policy of the One-Power Standard, has effected drastic economies and agreed to assume risks which, in ordinary circumstances, it would regard as difficult to reconcile with the full maintenance of the Government's declared policy. After detailing the economies, the Memorandum says that the reduced Navy must be maintained at the highest possible efficiency; hence the battleships *Colossus*, *Neptune*, *St. Vincent*, *Collingwood*, *Teneriffe*, *Bellerophon* and *Superb* have been transferred to the disposal list. Of the 30 capital ships on the effective list, the older types are becoming obsolescent and cannot be reckoned as efficient fighting units for more than a few years. The need of their gradual replacement by modern ships embodying the lessons of the war can no longer be disregarded. It must be remembered that no capital ship has been laid down or completed since 1918. It is obvious that the ships of the reduced Navy must be up-to-date and most efficient. Therefore, £2,500,000 has been included in the Estimates as a first instalment for the replacement of ships.

It cannot be too strongly emphasised that in making a long-delayed beginning in the replacement of obsolete ships, the Government neither commits itself to nor contemplates building programmes in answer to those of any other Power. Indeed, the Government trusts that it may be possible, as a result of frank and friendly discussion with the principal naval Powers, to avoid anything approaching competitive building. In the meanwhile, it would be a dereliction of duty to allow the efficiency, training and morale of the Navy to deteriorate through neglect to provide it with material equal to the best and in which we can feel confidence. It is also imperative to avoid irrevocable loss of time in building facilities, which might make it impossible to maintain sea security, if threatened.

The Imperial Conference in June will give a welcome opportunity for discussing fully with the Dominion representatives the problem of naval policy in relation to the Empire as a whole and for consideration of suggestions for mutual co-operation. The lines on which it is proposed to proceed are towards the development of Dominion Navies under the administrative and executive command of their own officers, each separate Navy being the responsibility of its own Government and imbued with the particular characteristics and spirit of its own people, all however, working in close co-operation under the guidance of a common doctrine. If war occurred in which the Empire as a whole participated, the various component Navies would work in harmony on a general strategic policy previously decided. To ensure such intelligent co-operation, common principles of command and staff work are required. This can only be developed by a uniform system of staff training. It is proposed gradually to progress in this direction by the appointment of Dominion officers to the Naval Staff, the Admiralty arranging for a certain proportion of Dominion officers yearly to undergo a naval staff course at the Staff College.

It is finally hoped to reach a position where the Dominions themselves will be able to establish their own Staff Colleges working on the same lines and system as the Home Staff College. The machinery required to apply these tentative proposals to the Imperial Navy policy cannot be indicated, until considered in conjunction with the Dominion representatives.

GERMANY'S MERCANTILE MARINE.

A SCHEME OF RECONSTRUCTION.

BERLIN, March 14th.

The Reichstag has ratified the agreement between the Government and shipowners sanctioning a total grant of twelve milliard marks for the reconstruction of the Mercantile Marine.

The shipowners pledge themselves to build at least one-third of their former tonnage within a decade. Eight milliard of the sum has already been handed over.

ASSOCIATION FOOTBALL.

RESULT OF INTERNATIONAL MATCH.

LONDON, March 14th.

In the Association international match between Wales and England, at Cardiff, the result was a goalless draw.

PRESIDENT HARDING'S ADDRESS.

AT INAUGURAL CEREMONY AT WASHINGTON.

THE POLICY OF SPLENDID ISOLATION.

WASHINGTON, March 14th.

The following is the full text of President Harding's inaugural address to Congress:—

"My countrymen, when one surveys the world about him after the great storm, noting the marks of destruction and yet rejoicing in the ruggedness of the things that withstood its terrors, if he is an American, he breathes the clarified atmosphere with a strange mingling of regret and new hope. We have seen world passion spend its folly, but we contemplate our Republic firm and hold our civilization secure. Liberty within the law and civilization are inseparable and, although both were threatened, we find them now secure and there comes to Americans the profound assurance that our representative Government is the highest expression and surest guarantee of both.

"Standing in this presence, mindful of the solemnity of this occasion, feeling the emotions which no one may know until he has the great weight of responsibility for himself, I must utter my belief in the living inspiration of the Founding Fathers. Surely there must have been God's intent in the making of this New World Republic of ours. It is an organic law which had but one ambiguity, and we saw that effected in the baptism of sacrifice and blood, with the Union maintained, the nation supreme and its concord inspiring. We have seen the world rivet its hopeful gaze on the great truths, which the Founders taught. We have seen civil, human and religious life revived and glorified. In the beginning period of the Old World so-called, our experiments. To-day, our foundations of political and social belief stand an unshaken and unprejudiced inheritance to ourselves in an inspiring example of freedom and civilization to all mankind.

NO FOREIGN ENTANGLEMENTS.

"The record of our Republic materially and spiritually in itself proves the wisdom of the inherited policy of non-involvement in Old World affairs. Confident of our ability to work out our own destiny and jealously guarding our right to do so, we ask no part in directing the destiny of the Old World. We do not mean to be entangled. We will accept no responsibility, except as our own conscience and judgment in each instance may determine. Our eyes will never be blinded to developing menace, our ears never deaf to the call of civilization.

"We recognize the New Order in the world with the clearer contacts which progress has wrought, and we sense the feeling of the human heart for fellowship, fraternity and co-operation. We crave friendship and harbour no hate. But America, our America, the American built on the foundation laid by the inspired Pilgrims, can be a party to no permanent military alliance. It can enter into no political commitments, nor assume any economic obligations or subject our decisions to any other than our own authority. I am sure our own people will not misunderstand nor the world will misconstrue. We have no thought to impede the paths to closer relationship. We wish to promote understanding. We want to do our part in making offensive warfare so hateful that Governments and peoples who resort to it must prove the righteousness of their cause or stand as outlaws before the bar of civilization.

READY FOR NEGOTIATION.

"We are ready to associate ourselves with the nations of the world, great and small, for conference, for counsel, to seek the expressed views of world opinion, to recommend views, to approximate to disarmament and relieve the crushing burdens of military and naval establishments. We elect to participate in the suggested plans for mediation, conciliation, and arbitration, and would gladly join in that expressed conscience of progress, which seeks to clarify and write the spirit of international relationship, and establish a world court for the disposition of such justiciable questions as the nations are agreed to submit therefor.

"In expressing aspirations, in seeking practical plans, in translating Humanity's new concept of righteousness and justice and its hatred of war into recommended action, we are ready, most heartily to unite. Every commitment must be in accordance with our national sovereignty, since freedom impelled, and independence inspired and nationality exalted the world. Super-Government is contrary to everything we cherish, and can have no sanction by our Republic. This is not selfishness. It is sanity. It is not aloofness; it is security. It is not suspicion of others; it is political inheritance of the things which made us what we are. To-day, better than ever before, we know the aspirations of humankind and share them. We have come to a new realization of our place in the world and have appraisal of our nation by the world. The selfishness of these United States is a thing proved. Our devotion to peace for ourselves and for the world is well established. Our concern for preserved civilization has had its impassioned and heroic expression. There is no American failure to (1 assist) resist the attempted (2 preservation) reservations of civilization. There will be no failure to-day or to-morrow to resist the popular will. The success of our popular government rests wholly upon the correct interpretation of the deliberate intelligence of the popular will of America, in questions of a suggested change of national policy.

AMERICA'S HIGH MISSION.

"America is ready to encourage, eager to initiate, anxious to participate in any seemingly programme likely to lessen the probability of war and promote that brotherhood of mankind which must be God's highest conception of human relationship, because we cherish ideals of peace and justice. Because we appraise international comity and helpful relationship no less highly than any people of the world, we aspire to a high place in the moral leadership of civilization and we hold and maintain America, the proven Republic, the unshaken temple of representative democracy, to be not only an inspiration and example but the highest agency of strength and goodwill for promoting accord on both continents.

"Mankind needs a world-wide conception of understanding. It is needed among individuals, among peoples, among Governments, and it will inaugurate an era of good feeling to make the birth of a New Order. In such understanding, men will strive confidently for the promotion of their better relationship and nations will promote the comity so essential to peace. Trade ties bind close. We must understand that these ties of trade bind nations, in the closest intimacy, and none may receive except as he gives.

"We mean to promote enlarged activities and seek expanded confidence. Perhaps we can make no more helpful contributions by example than to prove the Republican capacity to emerge from the wreckage of war. While the world's enduring travail did not leave us devastated lands nor isolated cities, left no gaping wounds, nor breast filled with hate, it did involve us in a delirium of expenditure, in currency and credits unbalanced, and disturbed relationships.

THE TASKS AHEAD.

"While it caused our portion of hateful selfishness, it also revealed the heart of America as sound and fearless, and beating in confidence unfailing amidst it all. It revealed the riveted gaze of all civilization to the unselfishness and righteousness of representative democracy, where our freedom never has made offensive warfare, never has sought territorial aggrandizement through force, never has turned to the arbitrament of arms, until reason had been exhausted. When the Governments have sanctioned the pursuit of peace and have practised it, I believe the last sorrow and final sacrifice of international warfare will have been written.

"Our supreme tasks are the resumption of our onward normal way, reconstruction, readjustment, restoration, all these. If it will lighten the spirit and add to the resolution with which we take up the task, then let me repeat for our nation—We shall give no people just or sufficient cause to make war on us. We hold no national prejudice. We entertain no spirit of revenge. We do not hate. We do not covet. We dream of no conquest, nor boast of armed prowess. If, despite this attitude, war is again forced upon us, I earnestly hope a way may be found which will unify our individual and collective strength and consecrate all America materially, body and soul, to national defence. I vision the ideal Republic where every man and woman is called under the flag for assignment to duty, for whatever service, military or civil, the individual is most fitted, where we may call for universal service every plant, agency, or facility, all in the sublime sacrifice for country and not one penny of any profit shall ensue to the benefit of private individuals, corporations, or combinations, but all above the normal shall flow into the defence chest of the nation.

BLESSINGS OF UNITY.

"There is something in hereditary wrong, something out of accordance with the ideals of representative democracy, when a portion of our citizenship turns its activities to create gain amid defensive war, while another is fighting, sacrificing or dying for national preservation. Unity of spirit and purpose, a new confidence and conservation which would make our defence impregnable, our triumph assured—then we should have little or no disorganization of our economic, industrial and commercial system at home; no staggering war-debt, no swollen fortunes to flout the sacrifice of our soldiers, no excuse for sedition, no pitiable slackers, outrages of treason. Enmity and jealousy would have no soil for their menacing developments and revolution would be without the pressure which endangers it.

"Regret for the mistakes of yesterday must not, however, blind us to the tasks of to-day. War never left such an aftermath. There has been staggering loss of life and measureless wastage of material. Nations are still groping for a return to stable ways; discouraging indebtedness confronts us like all the war-torn nations and these obligations must be provided for. No civilization can survive repudiation. We can lessen the abnormal expenditures, and we will. We can strike at war-taxation and we must face the grim necessity with full knowledge of the task to be solved, and we must proceed with the full realization that no statute enacted by men can repeal the inexorable laws of nature.

A DANGEROUS TENDENCY.

"Our most dangerous tendency is to expect too much of Government, and at the same time to do for it too little. We contemplate the immediate task of putting our Republic in order. We need rigid and yet sane economy combined with fiscal justice and it must be attended by individual prudence.

FROM DESTRUCTION TO PRODUCTION.

"The business world reflects the disturbance of war's reaction. Herein flows the life-blood of material existence. The economic mechanism is intricate and its parts inter-dependent and it has suffered the shocks and jars incident to abnormal demands, credit inflations and price upheavals. The normal balance have been impaired. The channels of distribution have been clogged. The relations of labour and management have been strained. We must seek the readjustment with care and courage. Our people must give and take. Prices must reflect the receding fever of war activities. Perhaps never shall we know the old level of wages, because war invariably readjusts compensation, and the necessities of life will show their inseparable relationship; but we must strive for the normal, to reach stability. All the penalties will not be light nor evenly distributed; there is no way of making them so. There is no instant step from disorder to order. We must face a condition of grim reality, charge off our losses and start afresh. It is the oldest lesson of civilization. I would like the Government to do all it can to mitigate them. In understanding, in mutuality of interest, in concern for the common good, our tasks will be solved. No altered system will work a miracle. Any wild experiment will only add to the confusion. Our best assurance lies in efficient administration of our proven system.

"The forward course of the business people is unmistakable. People are turning from destruction to production. Industry has sensed the changed order and our own people are turning to resume their normal, onward way. The call is for productive America to go on. I know that Congress and the Administration will favour every wish for a Government policy to aid resumption and encourage continued progress."

GOVERNMENT, NOT BUSINESS.

Continuing, President Harding advocated adequate credit facilities, omission of unnecessary interference of Government with business and an end to Government experiments in business. They had also to attend to the human side of all activities; and in this respect he hoped for much from the introduction of womanhood into their political life. His most-reverent prayer was for industrial peace, and if revolution insisted upon overturning established order, let other people make the tragic experience. There was no place for it in America.

"When the world war threatened civilization, we pledged our resources and gave our lives for its preservation, and when revolution threatened we unfurled the flag of law and order. Ours is a constitutional freedom, where the popular will is the law supreme, and minorities are sacredly protected. Our revisions represent a deliberate judgment and an orderly progress, and a means to cure our ills, but never to destroy or to permit destruction of our force."

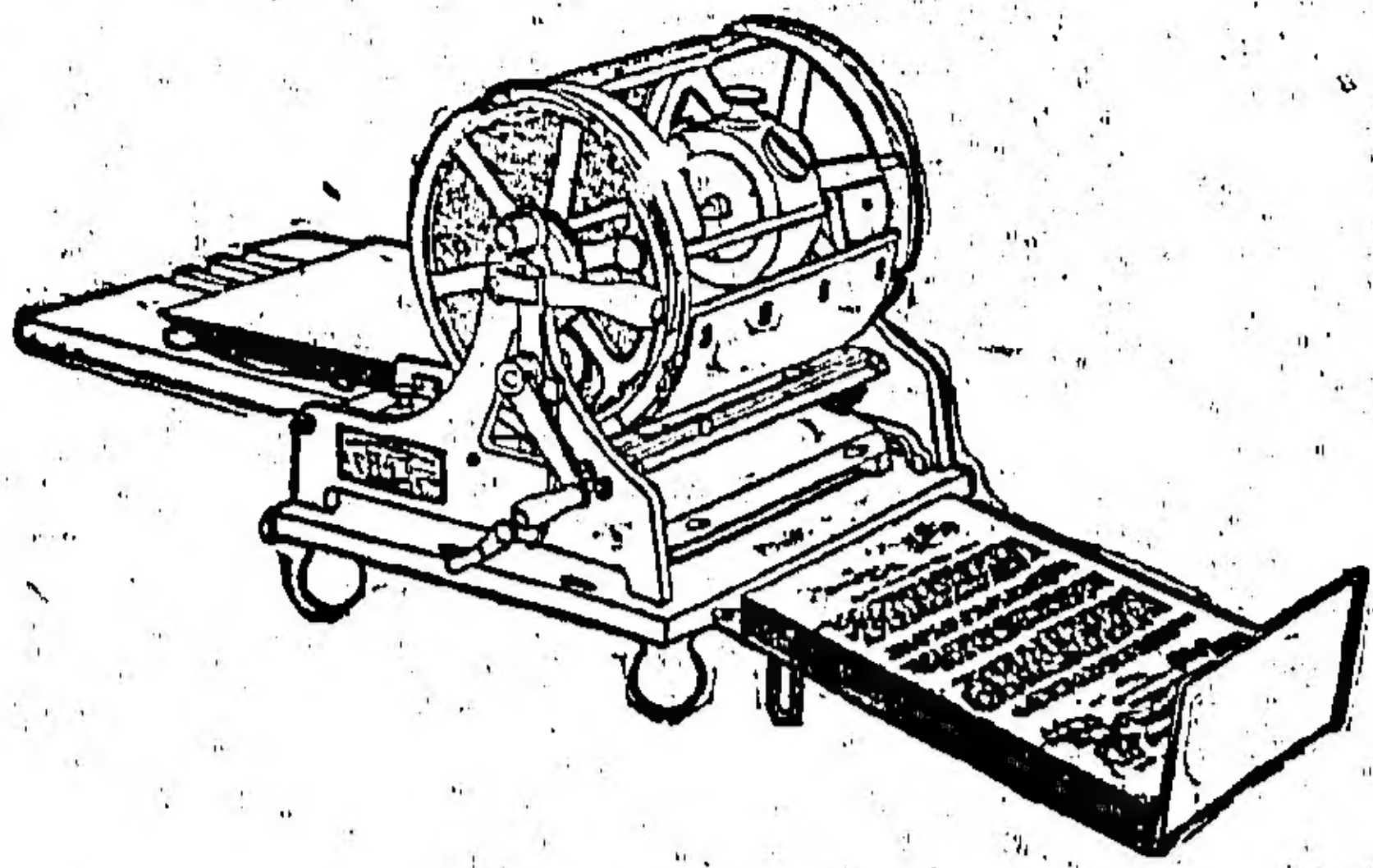
PROTECTIVE TARIFFS.

He went on to say that it had been proved again and again that they could not, while throwing their markets open to the world, maintain an American standard of living and opportunity and hold their industrial eminence in such equalized competition. They must accordingly adjust their tariffs to the new order. Theirs ought to be a country free from great blotches of distressed poverty; they ought to find a way to guard against the perils and penalties of unemployment. They were mindful to-day as never before of the friction of modern industrialism, and they must learn its causes and reduce its evil consequences by sober and tested methods whose genius made for great possibilities of justice and happiness to reflect a great common welfare.

President Harding concluded:—"Service is the supreme commitment of life. I would rejoice to acclaim the era of the golden rule, and crown it with the autonomy of service. I predict an administration wherein all the agencies of Government are called to service, and ever promote an understanding of Government purely as an expression of the popular will." —U.S. Navy Radio through Reuter.

UNIVERSITY COMMERCE DEGREES.

At an Educational meeting, held at University College in connection with the Modern Languages Association, Dr. Russell Wells, Vice-Chancellor, London University, said there was nothing incompatible with University education in the teaching of something useful. The idea of technical subjects being out of their ambit was misconceived. The essentials of a University training were that it should be mind-expanding and provide a sufficient body of fact and principles necessary for the educated man. Engineering could be and had been made as mind-expanding and educative as pure mathematics. Similarly in commerce we could constitute a training fit for University study. To say that that great branch of life was not worthy of University study and recognition was too ridiculous for words. They wished to train the men who would one day be leaders of commerce. Typewriting and shorthand were not therefore included in the syllabus. World history, with special reference to the Nineteenth Century, had been made an alternative subject to Accountancy at the special request of the bankers. One modern foreign language ran right through the whole course, and was essential, but a second might also be taken. The commercial man wanted language taught so that he could converse freely with the foreigner and make him understand. He wanted to get something of the spirit of the people, their outlook to-day and an insight into their soul. The whole study should be an introduction to the people as it lived to-day. The Commercial Degree would be of inestimable value to the country and one of the University's most important faculties. No fewer than 144 students had taken the first intermediate Examination last September. But the course was not a cheap way to a degree. Fifty per cent. of the students had failed.



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AGENTS

HONGKONG VOLUNTEER DEFENCE CORPS.

PRIZES DISTRIBUTED BY H.E. GOVERNOR.

His Excellency the Governor attended a gathering of the members of the Hongkong Volunteer Defence Corps, at their headquarters, on Monday evening, and distributed the prizes won at the rifle shooting meetings held in January and February. Lieut. Col. L. G. Bird, D.S.O., presiding over the gathering, and Major-General Sir G. H. Kirkpatrick, K.C.B., K.C.S.I., and Commodore Bowden Smith, R.N., were among those present.

The prize winners were as follows:—
ALL COMERS' COMPETITION.—Prizes presented by Mr. A. G. Stephen—1st, Corp. Grimes, H.V.D.C.; 2nd, Pte. F. C. Goodman, H.V.D.C.; 3rd, Pte. T. Swan, Talkoo Dock; 4th, Sergt. Glenow, H.M.S. Tamar. **RANGE PRIZES.**—Presented by Hon. Mr. J. Johnstone and Mr. G. M. Young—200 yards, A. B. Charlesworth, H.M.S. Tamar; 300 yards, C. P. O. Shead, H.M.S. Colombo; 400 yards, Sergt. Booker, H.K. Police.

BLAKE SHIELD.—Special prize presented by Lieut. Col. L. G. Bird, D.S.O., won by Pte. Shaw. The winners of the shield were a Mounted Infantry Company consisting of Sergt. Grimstone, Pte. Shaw, Pte. A. Young, Pte. Fiddes Wilson, and Pte. Wilkinson.

FRANCES CUP.—Cups presented by Lt. Col. L. G. Bird, D.S.O.—Winners, No. 2 Platoon (Sergt. Edmonds, Corp. Grimes, Lee-Corpl. Dovey, Pte. G. Wood).

MUSKETRY COMPETITION.—1st prize (presented by the Hon. Dr. Claud Severn, C.M.G.), Lee-Corpl. J. A. Lyon; 2nd prize, Pte. F. C. Goodman; 3rd prize, Pte. R. J. Goodman.

MUSKETRY COMPETITION.—Prize presented by stockbrokers of the Colony by Gnr. N. L. Ralston.

JAR COMPETITION.—Prizes presented by Mr. H. Humphreys—1st, team, Ptes. C. Young, D. J. Valentine, and R. K. Valentine; 2nd team, Gns. Frith, Ralston, and Macdonald; 3rd team, Ptes. R. J. Goodman, F. C. Goodman, and Smyth.

RUNNING MAN COMPETITION.—1st prize (presented by the Hon. Mr. Holyoak), Lee-Corpl. J. A. Lyon; 2nd prize, Lieut. R. M. Smith; 3rd prize, Gnr. Macdonald.

TILE COMPETITION.—Prizes presented by Sir Paul Chater—1st team, Lieut. Hall, Corp. Grimes, Sergt. Edmonds, Lee-Corpl. Dovey, and Pte. Wood; 2nd team, Ptes. F. C. Goodman, R. J. Goodman, J. Smyth, R. K. Valentine, and C. Young.

CORPS CHAMPIONSHIP.—Winner, Corp. Grimes—Prize (presented by Mr. R. M. Dyer for runner-up), Pte. F. C. Goodman; 2nd prize, Sergt. A. M. Thornhill; 3rd prize, Pte. R. J. Goodman.

RANGE PRIZES.—200 yards, Lieut. Dodwell; 300 yards, Gnr. C. E. Frith; 400 yards, Pte. D. J. Valentine.

REVOLVER COMPETITION.—1st prize "Gitty Sark" Cup, presented by Major Keewick, Corp. C. A. Grimes; 2nd prize, Sergt. Thornhill; 3rd prize, Major G. F. E. Rapson, D.S.O.

REVOLVER COMPETITION.—1st prize (presented by Mr. H. W. Bird), C. P. O. Shead, H.M.S. Colombo; 2nd prize, Eng-Lieut. Comdr. Jackson, H.M.S. Tamar; 3rd prize, Corp. C. A. Grimes, H.V.D.C.; 4th prize, Mr. Noss, H.M.S. Hawkins.

CORPS CHAMPIONSHIP.—1918—Winner, Pte. F. C. Goodman; 1919, Corp. C. A. Grimes.

BELLION SHIELD OF THE HONGKONG RIFLE LEAGUE.—Won by the Corps.

The gathering enjoyed an excellent concert, which had been arranged by Gnr. C. E. Frith.

VINDICTIVE REQUEST IN HUSBAND'S WILL.

There is no dubiety as to the nature of a bequest made in the will proved of a St. Leonard's testator, who died in November last. The testator wrote: "I give to my wife the sum of one shilling to enable her to buy a rope." The angry testator, however, was not so original as he intended to be, for a similar will was proved about 14 years ago. In this case, a man, living at Sutton Coldfield, near Birmingham, left to his son 3d., with which to purchase a hempen cord or halter for the use of his (son's) dear wife, which I trust she may make use of without delay.

Probably the height of meanness was attained by a man who left to his wife the sum of one farthing, with the direction that the coin should be sent to her by post in an unstamped envelope. This involved a charge to her of 8d. on delivery, being the charge for sending coin in an unregistered envelope and a further 2d. for unpaid postage. He justified his action by saying that she had spent much of her time in calling him "an old pig" and other names.

A member of the staff of one of our Southern railways, who was well-known to the travelling public, stated in his will: "My estate would have been considerably larger if it had not been for my unfortunate marriage with the cleverest known legal day-light robber. My associations with this perambulating human vinegar cress I consider to have cost me considerably over £400."

A Derbyshire tradesman, about ten years ago, "cut off" his wife with the proverbial shilling, stipulating that sum was to constitute her sole claim against his estate. As a set-off against the cases quoted above, it may be inappropiate to recall the gratitude of a testator who left a handsome legacy to a lady who, in her wisdom, jilted me and left me to enjoy a life of bachelor independence.

A woman was appointed as fore-woman of one of the juries in the panel at the Old Bailey on January 15th. No woman was sworn in as a member of a jury in cases of murder, which apparently are considered not suitable for women owing to the possibility of the jury being locked up at the conclusion of the trial. Women as members of juries have been prominent in several cases of bigamy.

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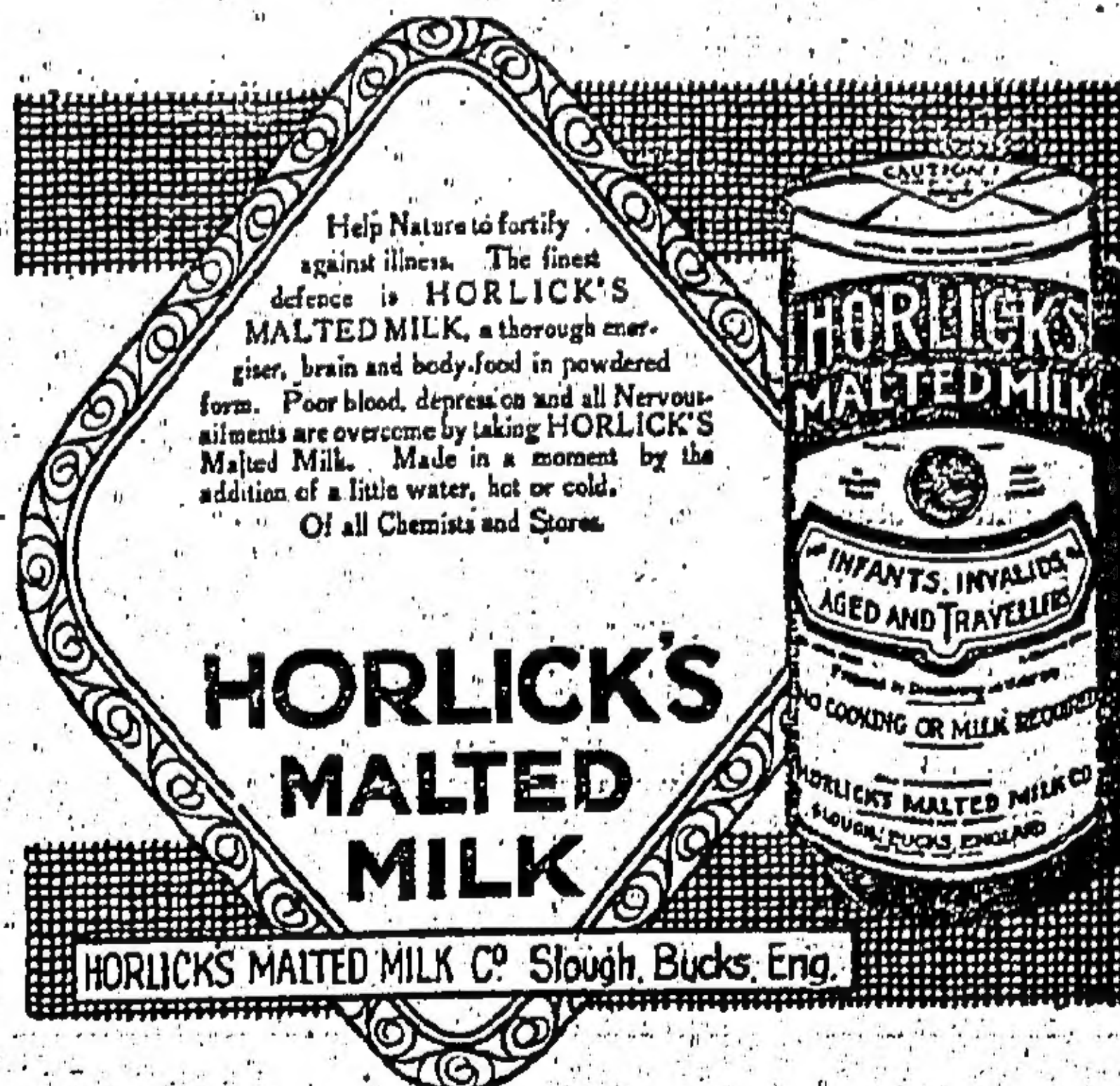
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HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO. Slough, Bucks, Eng.

THOS. COOK & SON. TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

We beg to notify our Patrons that we have recently extended our Shipping and Forwarding Department and are now in a position to deal with the largest shipments to all parts of the world, and would point out the unique advantages we have for shipments handled by us, being a world organization with Offices at practically all principal Ports and Towns, all of which are capable of dealing with consignments large or small.

Telegraphic address "COUPON" THOS. COOK & SON, Hongkong Hotel Buildings, corner of Paddar Street and Des Voeux Road, HONGKONG. Also SHANGHAI, Peking, YOKOHAMA, MANILA. Chief Office: LUDGATE CIRCUIS, LONDON, E.C.

NOTICES TO CONSIGNEES

S.S. "MIN" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from LONDON, ANTWERP & LA PALICE in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 15th Mar., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd Mar., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas on SATURDAY the 19th Mar., at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, March 14th, 1921. [628]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"IDOMENEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 15th Mar.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Mar. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th April, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 14th, 1921. [629]

ON SALE

HONGKONG HANSARD REPORTS

of the MEETING of the LEGISLATIVE COUNCIL for the Session 1919.

Revised by the Members

PRICE \$5.

DAILY PRESS OFFICE.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN"

Arrived Hongkong, on March 12th, 1921.

FROM LONDON, PORT SAID, ADEN

COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, March 15th, 1921. [618]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"KHYBER"

Arrived Hongkong on Mar. 13th, 1921.

FROM LONDON, PORT SAID, ADEN

COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, March 15th, 1921. [619]

THE NEW BRANCH REMEDY

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

NO. 1 FOR BRUISES, SWELLINGS, ETC. NO. 2 FOR RHEUMATISM, GRAVEL, ETC. NO. 3 FOR COLIC, DIARRHOEA, ETC.

PREPARED BY THE HONGKONG DISPENSARY, 10, QUEEN STREET, HONGKONG.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ATREUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after March 12th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after March 16th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before April 1st, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 12th, 1921. [620]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENLAWEES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or where the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Mar., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th Mar., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Mar., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, March 14th, 1921. [620]

"TYNDAREUS"

FROM NORTH PACIFIC PORTS 15th FEB., 1921.

ARRIVED HONGKONG 12th MARCH, 1921.

IN consequence of a FIRE which broke out in this SHIP'S CARGO. Consignees will be required to sign a General Average Bond, and pay to the Undersigned a cash deposit on account of General Average expenses, before delivery of cargo can be granted.

BUTTERFIELD & SWIRE, Agents.

OCEAN STEAM SHIP CO., LTD. [617]

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

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via Suez or Panama Canal at Owners' Option.

S.S. "EGREMONT CASTLE" sailing on or about 8th April

LLOYD TRIESTINO

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

S.S. "TRIESTE" sailing on or about April 30th.

For SHANGHAI

S.S. "TRIESTE" sailing on or about 30th March.

Passengers' Luggage can be insured at the Office of the Agents.

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Regular Services between

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For JAVA

S.S. "BORNEO MARU" sailing on or about 24th March.

For JAPAN

S.S. "MACASSAR MARU" sailing on or about 23rd March.

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Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila)	Wednesday, 20th Apr., at 11 a.m.
SUWA MARU	Friday, 8th May, at 11 a.m.
FUSHIMI MARU (omitting Manila)	Tuesday, 31st May, at 11 a.m.
KATORI MARU	Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

MISHIMA MARU	Friday, 18th Mar., at 11 a.m.
KADO MARU	Wednesday, 8th Apr., at 11 a.m.
KITANO MARU	Friday, 15th Apr., at 11 a.m.
INABA MARU	Friday, 23rd Apr., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM

HITO MARU sailing Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.**MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday**

Island, Townsville & Brisbane.

TANGO MARU	Monday, 28th Mar., at 11 a.m.
NIKKO MARU	Tuesday, 19th Apr., at 11 a.m.
AKI MARU	Tuesday, 17th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU sailing Tuesday, 22nd March.

SOUTH AMERICAN PORTS via CAPE

KAWACHI MARU (sailing from Singapore) Wednesday, 11th May.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU	Thursday, 17th March.
CALCUTTA MARU	Saturday, 23rd March.

CALCUTTA & BANGKOK via Singapore & Penang.

MUROKAWA MARU	Tuesday, 22nd March.
TOTTORI MARU	Wednesday, 6th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

ARI MARU sailing Tuesday, 15th Apr., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU	Saturday, 19th Mar., at 11 a.m.
HEIDUN MARU (Kobe only)	Sunday, 20th March.
NAGATO MARU	Monday, 21st March.
KAMO MARU	Thursday, 31st Mar., at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

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S.S. "MONGOLIAN PRINCE" sailing 15th April, (via Suez).

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[136]

BRITAIN'S NAVAL PROBLEM OF TO-DAY.THE CHALLENGE IN THE PACIFIC.
AN AGREEMENT OR COMPETITIVE BUILDING.

The country is faced with a naval situation which, in its intricacies, probably surpasses any other in its history, writes a naval correspondent in the London Morning Post.

Emerging triumphant from the late war with a Navy, calculated by the number of ships, far superior to that of any other nation, the lapse of two years has brought about conditions which may conceivably result in the surrendering of naval supremacy to other Powers.

By 1924 failing a large building programme, or absolute proof that the capital ship is no longer the unit on which sea power is founded—it must be absolute and conclusive—the country will take second place to the United States; following on by becoming third to Japan in 1928.

In his report to Congress on the Navy, the other day, Secretary Daniels, quoting President Wilson, said: "There is no other navy in the world that has to cover so great an area of defence as the American Navy, and it ought, in my judgment, to be incomparably the most adequate navy in the world." It is significant that the words "area of defence" should have been used. The United States not being an island power nor dependent on overseas supplies, these words can have only one meaning and can refer to only one locality—the Pacific. The naval pendulum has swung from the North Sea to the Pacific.

THE PACIFIC.

The Pacific is a vast expanse of water, with large distances separating the lands adjoining it. Both the United States and Japan have large territories within it.

Japan, an island power, has for some years past been on the border line between self-containment in the matter of food supplies and dependence on outside sources; tendency being now towards the latter, and with every prospect of its becoming permanent in increasing degree. Being dependent also on China, Borneo, and India for supplies of iron, oil, and cotton, security of communications is of great moment to Japan.

The United States is, on the other hand, practically independent of outside aid as regards supplies, but with the exception of one island in the West Indies, the whole of her territorial possessions are situated in the Pacific, being in the majority of cases separated by great distances from the mother country. Moreover, with the exception of Hawaii, these possessions lie considerably nearer to Japan than to the United States; the Philippines, for instance, being only a thousand miles from the nearest point of Japan and three hundred miles from Formosa.

The result of this situation can be briefly summarised as follows: Japan is so developing her defensive system as to render secure all the strategic keys to the Sea of Japan; thus guaranteeing her communications with China. Besides first-class naval bases in Japan itself, she has established advanced ones at the Pescadores and Bonin Islands. Her main lines of communications, excepting those with China and Korea, run eastwards. Altogether her defensive situation is a particularly strong one.

The attitude of the United States is best indicated by a quotation from the first paragraph of Secretary Daniels' report referred to above: "The providing of adequate shore bases on the Pacific is the immediate outstanding duty of the country."

The prominence given to this requirement is a criterion of the importance with which it is regarded.

On the Pacific Coast Port Angeles, Puget Sound, San Francisco, San Pedro Bay, and San Diego are all being developed into naval bases. The same applies to Honolulu, Manila, and Guam; the former being the strategic key to the Pacific. Docks, capable of taking ships up to a length of one thousand feet are in existence at San Francisco, Honolulu, and Balboa at the Pacific end of the Panama Canal. The Canal itself institutes a strategic factor of the highest importance, playing a similar role to that recently held by the Kiel Canal. In fact, a situation comparable with that which recently existed in the North Sea is rapidly developing in the Pacific, but with this difference—enormous distances.

THE EMPIRE'S NEEDS.

And the British Empire? No country dependent for its very existence on sea-borne supplies, connected with its daughter Dominions and Dependencies by the sea, an Empire reared and consolidated by sea-power, can afford to take risks which may result in that sea-power being jeopardised. Neither can it look on unmoved when other Powers, however friendly, openly state that they intend to possess "the most adequate Navy in the world." If the moral sanction for a powerful Navy is provided by dependence on the sea, then the British Empire has that sanction to a greater extent than any other nation.

As the Dominions stood by the Mother Country in the Great War, so must the Mother Country safeguard their full and free development in the years to come. Of our great Dominions one is a Pacific Power, another has a Pacific coast, and a third lies within the Pacific. Being islands, two of these Dominions must rely on the British Navy for their very existence if their position in the Pacific is threatened. Whatever naval forces they can afford to maintain, they must for many years look towards Great Britain for the fleet on which any system of local defence requires to be founded.

(Continued at foot of next column.)

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If you are suffering from skin trouble of any kind, you can secure instant relief from the new prescription, Laval.

Try it tonight before you go to bed. Note that it gives you instant relief from the most burning itch and pain. Then when you rise in the morning, note the almost unbelievable improvement in the condition of your skin.

What is Laval? The great new discovery, the powerful fluid element now being sold to the public for the first time. What does Laval do? Cures quickly and permanently, all diseases of the skin.

Touch this penetrating wash to a simple, scale, crust, or itching eruption. For a rash, raw sore or any form of eczema. It will give you instant relief. It will sink through the pores, soothe the inflamed tissues with its soothing and throw off all disease germs, leaving the skin healthy and quickly healed.

Don't fail to try this marvelous new home prescription today.

For sale at all chemists' shops, druggists, etc.

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KEATING'S

LORD JELlicoe's REPORT.

Lord Jellicoe, in his report, states that the naval interests of the Empire are likely to demand within the next five years a Far Eastern seagoing fleet composed of:

8 Battleships,
8 Battle cruisers,
10 Light cruisers,
40 Modern destroyers,
30 Submarines,

together with the numerous auxiliaries which a modern fleet requires.

If represented at all, a sea-force must be worthily represented by ships at least equal to the representatives of other nations.

Supposing, however, that the ships can be found. The maintenance of a modern fleet at a distance of some 10,000 miles from home necessitates the development of naval bases on the spot, with adequate repairing plant and docking facilities. To-day these are practically non-existent. The necessary harbours are there, some—Singapore, for instance—being admirably situated for the purpose. The cost will be enormous, but if the public knows it to be necessary it will endorse the Empire's insurance policy.

Three Great Powers are now all turning their eyes seaward. They all want one thing—secure communications. It is not possible to accomplish that end by means of a real freedom of the seas rather than by competitive building.

INDO-CHINA**STEAM NAVIGATION COMPANY LIMITED.**

SAILINGS SUBJECT TO ALTERATION

SHANGHAI	"HANGSANG"	Wed., 16th Mar., 10 a.m.
STRAITS & CALCUTTA	"YATSHING"	Wed., 16th Mar., 3 p.m.
SHANGHAI & Tientsin via Swatow	"TUNGSHING"	Thurs., 17th Mar., D'light.
MANILA	"LOONGSANG"	Fri., 18th Mar., 3 p.m.
Kobe via SHANGHAI	"NAMRANG"	Sat., 19th Mar., D'light.
TIEN TSEN	"CHEONGSHING"	Sat., 19th Mar., 9 a.m.
SHANGHAI	"KWONGSANG"	Sun., 20th Mar., D'light.
BANGKOK via SWATOW	"KWONG ENG"	Tues., 22nd Mar., D'light.
STRAITS & CALCUTTA	"LAISANG"	Tues., 22nd Mar., 3 p.m.
HAIPHONG via HOIHOW	"TEO PAO"	Wed., 23rd Mar., 10 a.m.
SANDAKAN	"HINSANG"	Sat., 26th Mar., Noon.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when indicated on offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Wednesday, Mar. 16th, 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

S.S. "LAISANG" will be despatched on or about Tuesday, Mar. 22nd, 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE**OUTWARDS.**

Vessel	Due Hongkong
S.S. "CARNARVONSHIRE"	17th March.
S.S. "PENRICKSHIRE"	24th March.
S.S. "GLENIFFER"	12th April.
S.S. "GLENGYLE"	28th April.

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
S.S. "GLENAPP"	25th Mar.	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENARIFFE"	30th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.,**The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub 5 ex 23, and 2694.

Cable Address
Kawakisen, Kobe.
Telephone: Sansomiy
244,75933.

Bentley's A.R.C. 5th Ed.
and Scott's Codes.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . ¥20,000,000

President: Mr. Y. KAWAKAMI.

Vice-President: Mr. K. MATSUZAKI.

Managing Director: Mr. MATSUYAMA.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, Bunko, Kobe

877.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

a.s. "VIGO" ... 4th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SOOCHOW"	On 17th March, Noon.
WUHAIR, CHEFOO & TIENTSIN	"HUICHOW"	On 17th March, 3 P.M.
HOHOW, PAHOI & PHONG	"KAIFONG"	On 18th March, 10 A.M.
SHANGHAI & TIENTSIN	"CHENAN"	On 18th March, Noon.
SWATOW & HANGKOW	"CHUAN"	On 22nd March, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SINKIANG"	On 22nd March, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST, PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAILONG"	—	Capt. W. Cooper	FRIDAY	Mar. 18th, at 12 Noon.
"HAILONG"	—	Capt. W. C. Passmore	FRIDAY	Mar. 25th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARAIAK & CO.,
General Manager.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" ... 11,000	On or about 4th April.
	"ANDRE LEBON" ... 20,000	On or about 27th April.

MARSEILLES via SAIGON, COLOMBO, SUEZ, PORT SAID	"CORDILLERE" ... 10,000	On or about 28th March.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. RODENFUSCH.
Acting Agent,
Queen's Building.P. & O. - BRITISH INDIA
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,000	19th Mar.	Marseilles, London & Antwerp
"KASHMIR"	9,000	26th Mar.	do
"NANKIN"	7,000	4th Apr.	do
"DUNERA"	5,414	11th Apr.	Singapore, Colombo & Bombay.
"KHYBER"	9,000	15th Apr.	Marseilles, London & Antwerp
"SOUTHERN"	7,000	29th Apr.	do
"DILWARA"	5,400	3rd May.	Singapore, Colombo & Bombay.
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"ARRATON APCAR" 4,610 17th Mar. 11 A.M. | Calcutta via Spore, Pangkajene

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	5th April	Batavia, Thursday Island
"KAROWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"EASTERN"	4,000	18th Mar.	Japan direct.
"TORILLA"	5,200	22nd Mar.	Shanghai & Japan.
"DUNERA"	5,400	30th Mar.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Claims are settled with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, etc., apply to—

MACKINNON, MACKENZIE & CO.,

32, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.
OSAKA SHOSHEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"SHUNKO MARU" ... Monday, 21st March.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" ... Wednesday, 13th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" (Taking Passengers) ... Monday, 25th Mar.

"INDUS MARU" ... Tuesday, 29th March.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"KISHU MARU" ... Friday, 1st April.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan, taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan, Port, San Francisco, Panama and Cuban Ports.

ONE STEAMER ... Beginning of April.

NEW ORLEANS LINE.

"OCEAN MARU" ... Sunday, 3rd April.

Taking Cargo to France, Panama Zone & Cuba.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KURE, YAMAGUCHI & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.

"KALJO MARU" ... Sunday, 20th Mar.

TAKAO via SWATOW & AMOY

For sailing dates and further particulars please apply to—

Y. YAHODA, Manager, No. 1, Queen's Building. [80]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" ... 21st Mar. at 4 P.M.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmania Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [88]

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"FREE FAIRWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
"SIBERIA MARU" ...	23,000	March 20th
"TOMO MARU" ...	23,000	April 3rd
"SHINYO MARU" ...	22,000	April 27th
"PERUSA MARU" ...	2,000	May 14th

† Calling at Dairen instead of Nagasaki.

† Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
"ANYO MARU" ...	15,700	March 16th
"HAYO MARU" ...	14,000	April 3rd
"SHIYO MARU" ...	14,000	May 19th

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH LTD.

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TRANS-PACIFIC PASSENGER AND FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers.

For VICTORIA and SEATTLE.

Calling at Shanghai and Japan Ports.

SS. "WENATCHEE" ... Passenger and Freight—May 14th.

For SEATTLE, TACOMA, VICTORIA & VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports).

"WHEATLAND MONTANA" Freight Only—About March 27th.

"CROSSKEYS" ... do. About April 21st.

For MANILA ... April 9th.

For PORTLAND DIRECT.

(Calling at Kobe and Yokohama).

"COAXET" ... Freight Only About Mar. 19th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to—

THE ADMIRAL LINE, Fifth Floor, Hotel Mansions. Telephone 2477 & 2478. [71]

THE PACIFIC STEAMSHIP CO.
REGULAR SERVICETo & From
SAIGON—SINGAPORE—SUMATRA
JAVA PORTS

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

CADARETTA ... April 8th

GLYMONT ... April 15th

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to—

THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING.

Tel. Add.: ADMIRALINE. Telephone 2477 & 2478. [89]

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.,

THE ADMIRAL LINE,

TELEPHONE AGENTS 5TH FLOOR

2477 & 2478. HOTEL MANSIONS. [178]

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" ... April 11th.

SPECIAL SAILING FOR SHANGHAI.

"HWAH PING" ... March 18th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD., Agents, 113, Des Voeux Road Central.

Tel. 2207. [99]

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
JAPAN	Arratoon Apear...	18th inst.
SHANGHAI	Kao-yang...	18th inst.
JAPAN	Bombay Maru...	18th inst.
U.S.A., CANADA, and SHANGHAI	Empress of Japan...	17th inst.
JAPAN and SHANGHAI	Mishima Maru...	17th inst.
SHANGHAI	Chenan...	17th inst.
Europe via Suez (Letters and News-papers London 17th Feb.)	Inaba Maru...	18th inst.
STRAITS and CALCUTTA	Heijun Maru...	19th inst.

OUTWARD MAILS.

FOR	PER	DATE
Hoihow and Haiphong	Takung	Wednesday, 16th, 9.00 A.M.
Bangkok	Kaimo Maru	Wednesday, 16th, 10.00 A.M.
Shanghai and North China	Bangyang	Wednesday, 16th, 10.00 A.M.
Philippine Islands	West Japan	Wednesday, 16th, 10.00 A.M.
Japan	Idomarus	Wednesday, 16th, 10.00 A.M.
Japan, *Honolulu, *Canada, *United States, *Central and *South America, and *EUROPE via SAN FRANCISCO	Anjo Maru	Wednesday, 16th, 10.30 A.M.
Shanghai, N. China, and Japan	Chili	Wednesday, 16th, 11.00 A.M.
Philippine Islands, *Straits, *Bangkok, *Ceylon, *Mauritius, *India, *South Africa, *Egypt, *Aden, *Dhanushkottai, and *EUROPE via SUEZ	Keenun	Wednesday, 16th, 11.45 A.M.
Straits, Bangkok, Calcutta and Aden	Yatsushiro	Wednesday, 16th, 2.00 P.M.
Japan, Canada, United States, Central and South America, and *EUROPE via VICTORIA, B.C.	Taihybius	Wednesday, 16th, 2.30 P.M.
*Swatow, *Shanghai and *North China	Tungshing	Wednesday, 16th, 5.00 P.M.
Haiphong, *Straits and *Bangkok	Doylesford	Wednesday, 16th, 5.00 P.M.
Straits, *Bangkok, Calcutta & Aden	Arratoon Apear...	Thursday, 17th, 10.00 A.M.
Shanghai and North China	Soochow	Thursday, 17th, 11.00 A.M.
Philippine Islands	Tyndarus	Thursday, 17th, 11.00 A.M.
Wahaiwei, Chefoo and *Tientsin	Hutchow	Thursday, 17th, 9.00 P.M.
Swatow	Hydrangea	Thursday, 17th, 2.30 P.M.
Tientsin	Choongshing	Thursday, 17th, 5.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"KEEMUN"	16TH MAR. London, Rotterdam & Hamburg.
"NINGCHOW"	5TH APR. London, Amsterdam & Antwerp.
"THEREUS"	12TH APR. London, Rotterdam & Hamburg.
"ATREUS"	19TH APR. London, Amsterdam & Antwerp.
"ELPENOR"	26TH APR. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"TELAMON"	22ND MAR. Havre & Liverpool.
"KT. OF THE GARTER"	29TH MAR. Genoa, M'illes, L'pool & G'gow.
"IDOMENEUS"	12TH APR. Havre & Liverpool.
"AJAX"	19TH APR. Genoa, M'illes, L'pool & G'gow.

PACIFIC SERVICE

"TALTHYBIUS"	16TH MAR. } Victoria, Seattle & Vancouver.
"TYNDARUS"	6TH APR. }
"PROTESILAUS"	4TH MAY }

NEW YORK SERVICE

"LAERTES"	27TH MAR. via Suez.
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HOMeward PASSENGER SERVICE

"IDOMENEUS"	12TH APR. for Liverpool.
"PYRRHUS"	3RD MAY, for London.
"ANCHISES"	10TH JUNE for Liverpool.
"TEIRESIAS"	7TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE, AGENTS.

[11]

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	U.S. \$4,000,000
Surplus and Undivided Profits	U.S. \$1,489,000

HEAD OFFICE:

NEW YORK.

BRANCH:

SAN FRANCISCO.

Head Office for the Orient,

SHANGHAI.

BRANCHES:

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

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DAIRY FARM NEWS

Customers are requested to apply for our Revised Price List which came into force on 1st March, 1921.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

[13]

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—6, Des Voeux Road Central, Hongkong Branch—Faiyoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. SHANG LY, Manager.

Hongkong, July 7th, 1919.

[80]

COMMERCIAL.

OPENING QUOTATIONS.

March 16th.

ON LONDON—
Telegraphic Transfer 2/11
Bank Bills, on demand 2/11
Bank Bills, at 30 days sight 2/11
Bank Bills, at 4 months sight 2/11
Credits, at 4 months sight 2/11
Documentary Bills, 4 months sight 2/11

ON NEW YORK—
Bank Bills, on demand 63 1/2
Credits, 4 months sight 69 1/2

ON HONGKONG—
Telegraphic Transfer 179
Bank Bills, on demand 179

ON CALCUTTA—
Telegraphic Transfer 179
Bank Bills, on demand 179

ON SHANGHAI—
Bank Bills, at sight 104
Private, 30 days sight 104

ON YOKOHAMA—On demand—Pence 95
On SINGAPORE—On demand 101 1/2

ON BATAVIA—On demand 132
On HANKOW—On demand nom.

ON HONGKONG—On demand 89
Sovereigns, Bank's Buying Rate 89 1/2
Gold List 100 fine, per tael 93 1/2
Bar Silver per oz 33 1/2

Hongkong, 30 cents piece \$0.10 Discount.
Hongkong 10 " 0.04
Canton 20 " 11.50
Canton 10 " 0.00

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920. [9]

THE BANK OF CHINA.

行銀國中

(Specially authorized, by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$40,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 7,796,023.00

HEAD OFFICE—PEKING.
HONGKONG BRANCH—20-21, Canaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager.
Hongkong, February 7th, 1921. [72]

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital \$1,000,000
Reserve Fund \$2,500,000
Reserve Liability of Proprietors \$3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.
Hongkong, February 23rd, 1921. [50]

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).
Subscribed Capital Frs. 150,000,000
Paid Up Capital Frs. 75,000,000
Reserve Funds Frs. 60,000,000
Deposits Frs. 885,000,000

The Chinese Government owns one-third of the Capital.

Chairman of the Board—André Berthelot
of Directors—A. J. Pernotie
General Manager—A. J. Pernotie
HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
Lyon, Hongkong, Yunnanfu, Hankow, Shanghai, Peking, Canton, Fookchow, Tientsin, Saigon, Yokohama, Hankow, Haiphong, Moukden, New York, London, Antwerp, Bordeaux, Tientsin, Pnom-Penh, Dunkerque, Batavia.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTABIER, Manager.
Hongkong, January 20th, 1921. [51]

The "Three Castles" Virginia Cigarettes



This advertisement is issued by British-American Tobacco Co., Ltd., London.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Paid-up Capital \$15,000,000
Reserve Funds \$2,500,000
Sterling \$21,500,000
Silver \$21,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:
G. T. M. EDKINS, Esq., Chairman.
G. M. DODD, Esq., Deputy Chairman.
A. H. COMPTON, Esq., A. O. LANE, Esq.,
A. S. GOSBAY, Esq., Hon. Mr. E. V. D. PARR,
Hon. Mr. P. H. HOLYAK, W. L. PATTENDEN, Esq.,
Hon. Mr. J. JOHNSON, J. A. PLUMMER, Esq.

Chief Manager: A. G. STEPHEN, Esq.
Manager: Hongkong—A. H. BARLOW, Esq.
Acting Manager: Shanghai—G. H. STOTT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARK'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, February 28th, 1921. [3]

THE BANK OF TAIWAN, Limited.

(TAIWAN GINKO).
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) 45,000,000
Reserve Funds 9,880,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Kanku, Keelung, Makung, Nanto, Pinan, Shichiku, Tainan, Tainan, Takow, Tamsui, Tientsin, Aik.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fookchow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.
HONGKONG BRANCH,
8, Des Voeux Road Central,
Hongkong, September 1st, 1920. [41]

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
8, GRACECHURCH STREET, HONGKONG.

Chairman of Board of Directors
Mr. WONG SHUI HAM

Chief Manager—Mr. L. S. HOLM.
Asst. Manager—Mr. K. T. WONG.
Hongkong Manager—Mr. L. F. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent., and 5 per cent. per annum, respectively.

L. S. HOLM, Chief Manager.
Hongkong, October 2nd, 1920. [118]

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE—
No. 2, Queen's Road Central, HONGKONG.

Established 1919.
PAID-UP CAPITAL \$2,000,000.00
RESERVE FUND 500,000.00

DIRECTORS:
Mr. POSE WAI TUNG, Chairman,
Mr. CHOW SHUN SON, Mr. KAN YING PO,
Mr. LI KOO CHUN, Mr. MOH CHING KONG,
Mr. FUNG PING SHAN, Mr. WONG YUN TONG,
Mr. P. K. KWOK, Mr. CHAN CHING HAK,
Mr. NG CHANG LAK, Mr. KAN CHIN NAM.

Chief Manager—Mr. KAN TUNG FO,
Asst. Manager—Mr. LI TEE FONG.

BRANCHES & AGENCIES—
LONDON, SHANGHAI, NEW YORK, SAN FRANCISCO, YOKOHAMA, KOBÉ, NAGASAKI, SINGAPORE, PENANG, TIENTSIN, HANKOW, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum on Average Account. Fixed Deposits at the rate of 4 per cent. per annum.

For 6 months at the rate of 3 per cent. per annum.
For 9 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.

KAN TUNG FO, Chief Manager.
Hongkong, October 1st, 1920. [61]

BANQUE DE L'INDO-CHINE.

(FRENCH BANK).
Head Office: 16bis Rue La Fayette, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid up Capital Frs. 62,400,000.00
Reserve Funds Frs. 69,567,203.56

BRANCHES:
Bangkok, Hongkong, Saigon, Batavia, Shanghai, Canton, Hankow, Peking, Tientsin, Haiphong, Fookchow, Pnom-Penh, Pondichery, Hankow, Hanoi.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MABROT, Acting Manager.
Hongkong, November 1st, 1920. [64]

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